

# **Central Park Avenue BRT Study Parking Utilization Survey**

**Westchester County, New York**

June 30, 2008

Prepared for:  
**Westchester County DOT**

Prepared by:  
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### ***Study Purpose***

As part of the Central Park Avenue BRT Assessment Study, bus preferential treatments such as exclusive bus lanes and bus queue jump lanes are being proposed within the available shoulder/parking lane along Central Park Avenue. A preliminary parking study of Central Park Avenue was performed by Westchester County DOT (WCDOT), which identified the parking regulations along the corridor. Given that specific recommendations for locating bus lanes and queue jump lanes have been identified, it was important to determine the level of parking utilization at the sites where parking would be eliminated. This technical memorandum outlines the methodology used to perform a detailed parking utilization study of the potentially affected areas and its findings. The parking utilization study summarizes how many vehicles currently occupy on-street parking spaces that could be removed by the BRT project.

### ***Parking Data Collection Methodology***

STV collected and summarized the existing parking regulations and available on-street capacity along those sections of the Central Park Avenue corridor that could potentially be affected by BRT roadway preferential treatments such as bus lanes or queue jump lanes. Those locations examined included:

1. Martine Avenue (north curb) from South Broadway to Court Street
2. Central Park Avenue from Hartsdale Avenue to Lawton Avenue (north and southbound roadways)
3. Central Park Avenue from Sadore Lane to Clifton Road (north and southbound roadways)
4. Central Park Avenue from Cowles Avenue to Clark Street (southbound roadway only)
5. Central Park Avenue from Sanford Street to McLean Avenue (southbound roadway only)

STV recorded parking occupancy information for each of the roadway segment identified above for the weekday and weekend time periods of 8-10 AM, 11 AM-1 PM, 2-4 PM, and 5-7 PM.

Prior to performing the parking utilization surveys, STV and Westchester County DOT agreed that these four, two-hour analysis periods should be examined as they would provide a representative sample of parking activity data for a typical day. The parking surveys were performed for two weekdays (April 2<sup>nd</sup> and 3<sup>rd</sup>), one Saturday (April 12<sup>th</sup>), and one Sunday (April 13<sup>th</sup>) in 2008.

The data collection effort included recording one complete set of parking utilization information for each study segment during each study period and day. STV field staff recorded the last three digits of each vehicle parked on each block face within the parking analysis segments to record the parking space occupancy and to estimate the length of time that such vehicles remain parked. Parking durations were then estimated based on the number of consecutive two-hour analysis intervals that a specific license plate number was observed parked within a given block face. Appendix A includes the summarized parking data for each analysis day by study block face and time of day.

### ***Parking Data Findings***

The curbside locations along Central Park Avenue that could potentially be used by a bus lane or a bus queue jump lane have been divided into specific segments for the parking study. The study locations were divided such that the parking operations (e.g., metered or unlimited parking) within each segment are fairly similar and only one roadway bus preferential treatment (i.e., bus lane or queue jump lane) is being proposed per section. Following are the parking utilization survey findings for each study location.

#### ***Martine Avenue from South Broadway to Court Street***

The Central Park Avenue BRT Assessment Study proposes to eliminate some or all of the parking along the north curb of Martine Avenue between South Broadway and Mamaroneck Avenue to provide either a bus lane or a queue jump lane approaching Mamaroneck Avenue (see Figure 1). This segment of Martine Avenue abuts the White Plains City Center to the north, a residential/retail tower that provides access to a multi-level public parking garage from Martine Avenue.

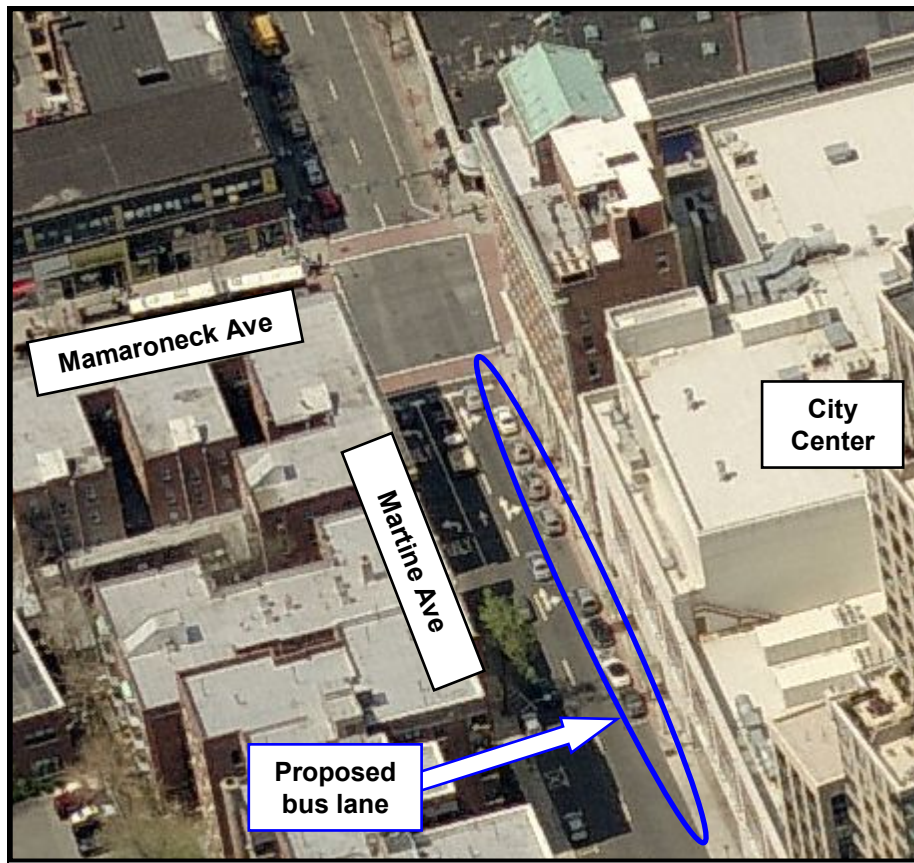
A total of 14 metered parking spaces currently exist along Martine Avenue between South Broadway and Mamaroneck Avenue. Generally, at least 70% (ten parking spaces) of these parking spaces are occupied during the 11 AM to 1 PM midday and 2-4 PM and 5-7 PM afternoon shopping periods on both weekdays and weekends (see Table 1). Posted regulations limit parking durations to two or three hours on all days except Sunday<sup>1</sup> and the parking observation data confirms that most vehicles park for a short duration (i.e., three hours or less) along this segment (see Figure 2).

The City of White Plains is currently removing the commercial vehicle loading zone along the north curb of Martine Avenue between Mamaroneck Avenue and Court Street in order to dedicate the entire block as a bus lane/stop.

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<sup>1</sup> Parking regulations are two-hour metered parking from 9 AM to 6 PM and three-hour metered parking from 6 to 9 PM, except Sunday.

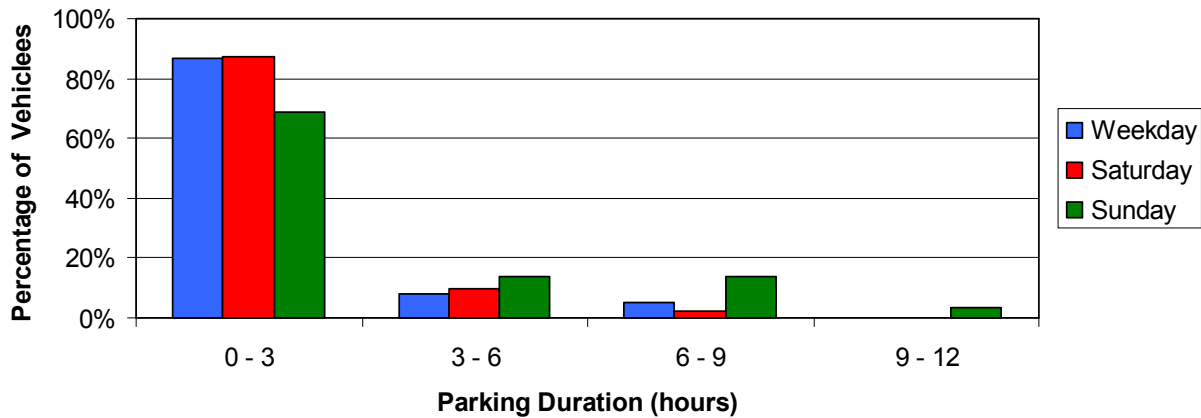
**Figure 1: Martine Avenue east of Mamaroneck Avenue**



**Table 1: Parking Utilization  
North Curb of Martine Avenue between South Broadway and Mamaroneck Avenue**

Time Period	Total # of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Weekday	14	7	50%	11	79%	11	79%	10	71%
Saturday	14	10	71%	12	86%	10	71%	14	100%
Sunday	14	10	71%	11	79%	12	86%	11	79%

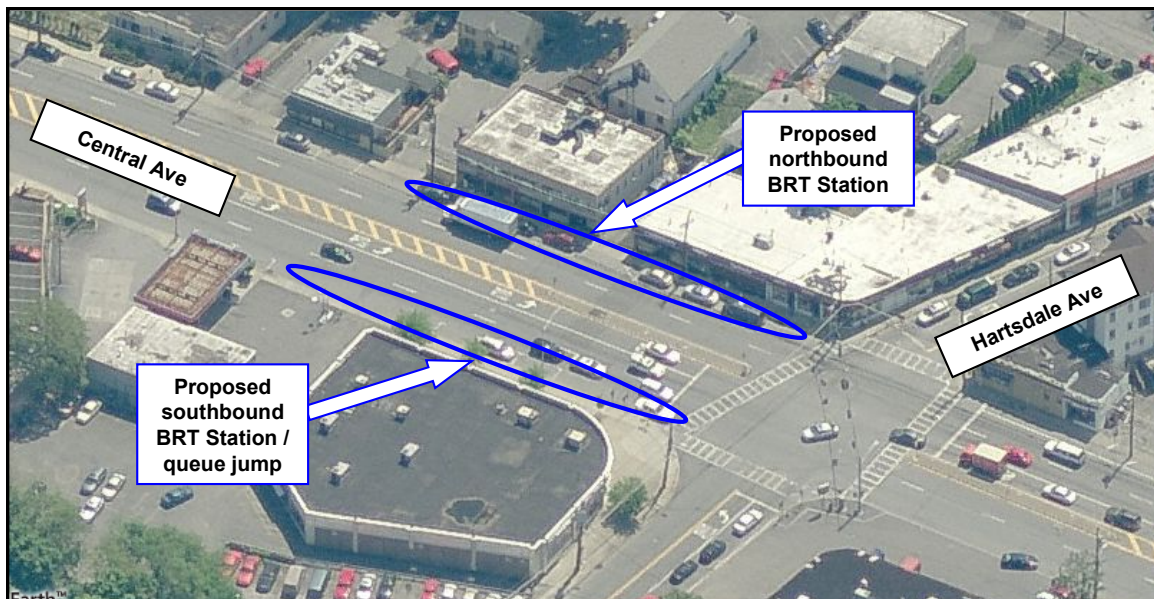
**Figure 2: Parking Duration for North Curb of Martine Avenue between South Broadway and Mamaroneck Avenue**



Hartsdale Avenue

The BRT study proposes to relocate the north and southbound Central Park Avenue bus stops from the south side of Hartsdale Avenue to the north side. In addition to the bus stop relocations, bus queue jump lanes are proposed for both Central Park Avenue approaches to minimize the traffic delays that buses currently experience (see Figure 3).

**Figure 3: Central Park Avenue at Hartsdale Avenue**



A total of five metered parking spaces would be removed by the proposed relocation of the southbound Central Park Avenue bus stop to the curb north of Hartsdale Avenue. On weekdays, typically only one vehicle is parked within these five metered spaces and generally three to five

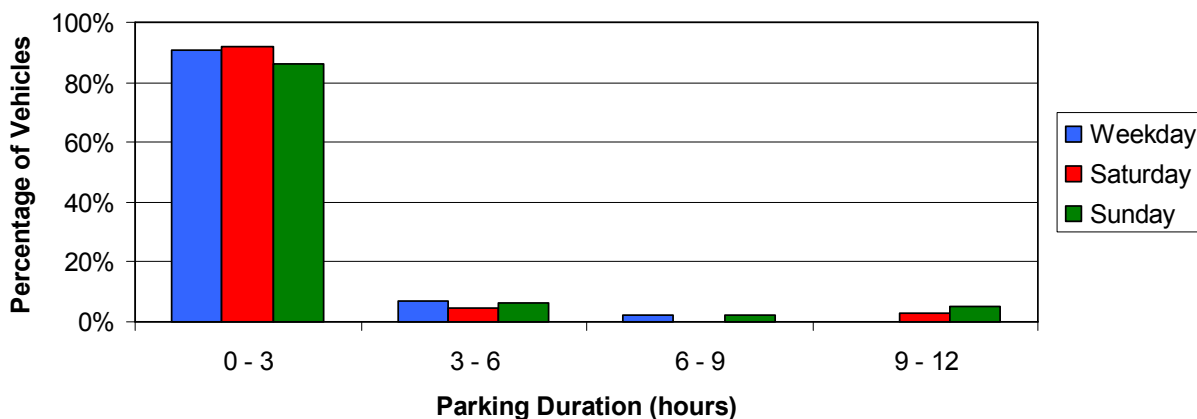
vehicles park in these spaces during the peak periods on weekends (see Table 2). The parking regulation adjacent to the southbound roadway is two-hour metered parking from 8 AM to 8 PM weekdays; consequently, there is a higher parking occupancy on weekends. Most of the vehicles park for a short duration and are generally customers of the adjacent Duane Reade Pharmacy. This pharmacy provides off-street parking in the rear of the building; however, it appears that several customers opt to park on-street for convenience.

**Table 2: Parking Utilization for Central Park Avenue north of Hartsdale Avenue**

Time Period	Roadway Direction	Total # of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Weekday	Northbound	28	8	29%	13	46%	15	54%	10	36%
	Southbound	5	0	0%	1	20%	1	20%	1	20%
Saturday	Northbound	28	10	36%	14	50%	13	46%	22	79%
	Southbound	5	2	40%	3	60%	4	80%	5	100%
Sunday	Northbound	28	21	75%	25	89%	23	82%	19	68%
	Southbound	5	1	20%	5	100%	3	60%	2	40%

Approximately seven of the 28 metered parking spaces along northbound Central Park Avenue north of Hartsdale Avenue would be removed with the proposed bus stop relocation. Of these 28 metered spaces, up to 15 are occupied during the peak weekday period (2-4 PM) and up to 25 are occupied during the peak weekend peak period (Sunday between 11 AM and 1 PM). The parking regulation along northbound Central Park Avenue is two-hour metered parking from 8 AM to 8 PM except Sunday; consequently, the highest parking utilization was observed on Sunday. Similar to the on-street parking along the southbound roadway, parking durations along the northbound roadway are generally less than three hours (see Figure 4). Also, on- and off-street parking is provided behind the stores on the northeast and southeast corners of the intersection within a reasonable walking distance of Central Park Avenue and Hartsdale Avenue.

**Figure 4: Parking Duration for North and Southbound Central Park Avenue Metered Parking Spaces North of Hartsdale Avenue**



Central Park Avenue from Clifton Road to Crisfield Street

A 2.5-mile exclusive bus lane is being proposed for the shoulder lane of Central Park Avenue between Clifton Road and Sadore Lane in Yonkers. The bus lane would be shared by general traffic attempting to make right-turns at cross-street intersections or at private driveway locations.

Approximately 70 on-street parking spaces are available within the southbound Central Park Avenue shoulder lane for the northern one-mile segment of the bus lane between Clifton Road and Crisfield Street. Unlimited parking is provided along most of this study segment, except at those locations where “No Standing Anytime” signs are posted near bus stops and intersection corners. Generally, less than 15 parking spaces are occupied within this roadway segment, with the majority of parked vehicles located just north of Fort Hill Road adjacent to a car dealership (see Table 3 and Figure 5). Most of these vehicles are parked for up to a six-hour duration (see Figure 6).

Approximately 24 on-street parking spaces are available within the northbound Central Park Avenue shoulder lane between Crisfield Street and Fort Hill Road; however, no vehicles were observed parked in this area during the study periods. Similar to the southbound roadway, unlimited parking is provided along most of this study segment, except at those locations where “No Standing Anytime” signs are posted near bus stops and intersection corners. North of Fort Hill Road, the outside roadway lane is used as a through or right-turn travel lane and parking is prohibited<sup>2</sup>.

<sup>2</sup> No parking is allowed along northbound Central Park Avenue between Fort Hill Road and Clifton Road and, consequently, parking for this section of the study corridor is not included in the parking inventory or summary tables.

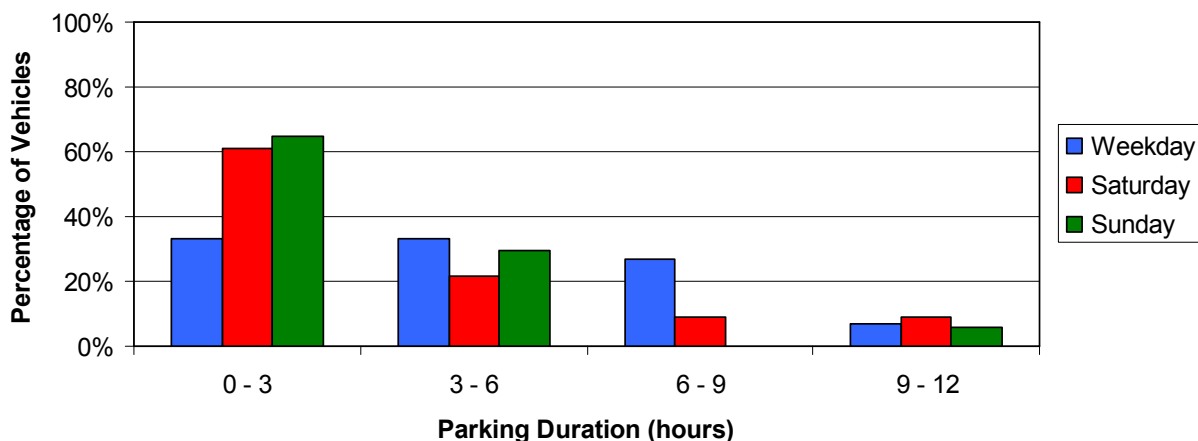
**Table 3: Parking Utilization for Central Park Avenue  
between Crisfield Street and Clifton Road**

Time Period	Roadway Direction	Total # of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Weekday	Northbound	24	0	0%	0	0%	0	0%	0	0%
	Southbound	70	4	6%	6	9%	10	14%	8	11%
Saturday	Northbound	24	0	0%	0	0%	0	0%	0	0%
	Southbound	70	5	7%	9	13%	12	17%	15	21%
Sunday	Northbound	24	0	0%	0	0%	0	0%	0	0%
	Southbound	70	1	1%	3	4%	10	14%	11	16%

**Figure 5: Southbound Central Park Avenue On-Street Parking north of Fort Hill Road**



**Figure 6: Parking Duration for Central Park Avenue between Crisfield Street and Clifton Road**



Central Park Avenue from Crisfield Street to Sadore Lane

Approximately 134 on-street parking spaces are available within the southbound Central Park Avenue shoulder lane for the southern 1.5-mile segment of the bus lane between Crisfield Street and Sadore Lane. Unlimited parking is provided along most of this study segment, except at those locations where “No Standing Anytime” signs are posted near bus stops and intersection corners.

Up to 90 vehicles were observed parked along southbound Central Park Avenue within this roadway segment, with the peak parking occupancy occurring during the weekday midday 11 AM to 1 PM period (see Table 4). A large cluster of on-street parking was observed along southbound Central Park Avenue, north of Melrose Avenue (see Figure 7). Given that off-street parking is available within the adjacent retail properties/car dealership and that the parking duration for nearly 50% of the vehicles is over six hours (see Figure 8), it is assumed that most of the vehicles are employees parking on-street so as to preserve off-street parking for customers.

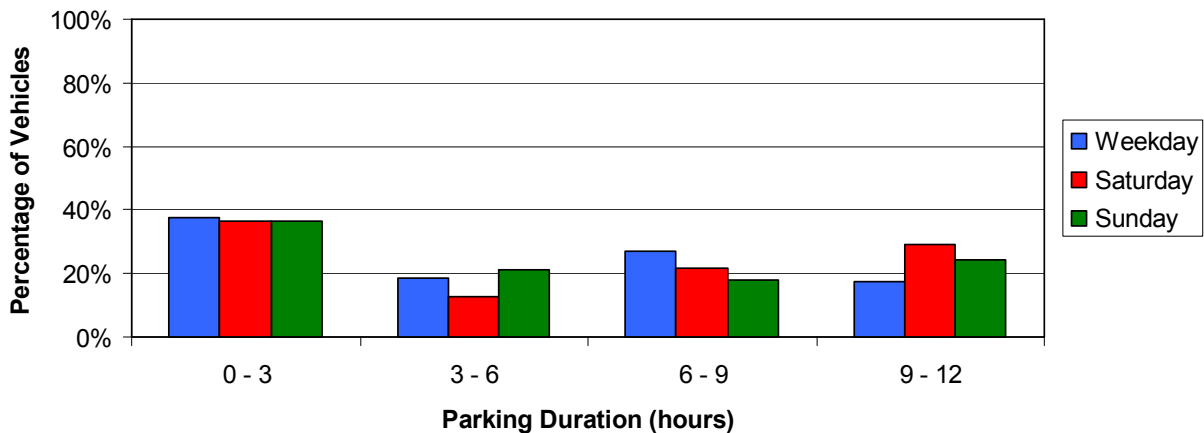
**Table 4: Parking Utilization for Central Park Avenue between Sadore Lane and Crisfield Street**

Time Period	Roadway Direction	Total # of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Weekday	Northbound	123	38	31%	77	63%	72	59%	60	49%
	Southbound	134	77	57%	90	67%	86	64%	62	46%
Saturday	Northbound	123	54	44%	72	59%	73	59%	71	58%
	Southbound	134	77	57%	86	64%	83	62%	66	49%
Sunday	Northbound	123	36	29%	39	32%	47	38%	41	33%
	Southbound	134	27	20%	43	32%	49	37%	33	25%

**Figure 7: Southbound Central Park Avenue On-Street Parking north of Melrose Avenue**



**Figure 8: Parking Duration for Southbound Central Park Avenue between Sadore Lane and Crisfield Street**



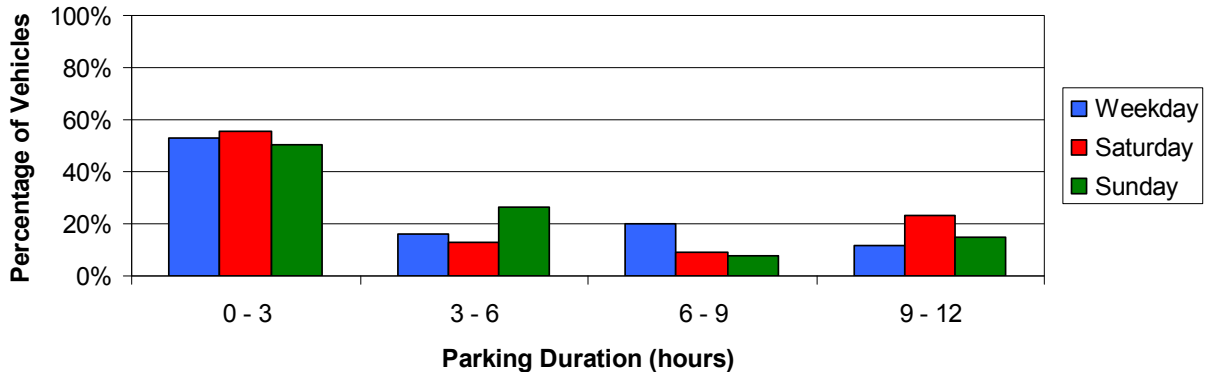
Approximately 123 on-street parking spaces are available within the northbound Central Park Avenue shoulder lane for the southern 1.5-mile segment of the bus lane between Crisfield Street and Sadore Lane<sup>3</sup>. Up to 77 vehicles were observed parked along northbound Central Park Avenue within this roadway segment, with the peak parking occupancy occurring during the weekday midday 11 AM to 1 PM period, the same peak period as the southbound roadway. A large cluster of on-street parking was observed along northbound Central Park Avenue, north of Sadore Lane, near a pair of strip mall buildings with a limited number of off-street parking spaces (see Figure 9). The parking duration for most vehicles on northbound Central Park Avenue through this segment is three hours or less, indicative of short-term customer parking (see Figure 10).

**Figure 9: Northbound Central Park Avenue On-Street Parking north of Sadore Lane**



<sup>3</sup> This parking space total does not include the 0.4-mile northbound Central Park Avenue service road segment between Verona Avenue and Roxbury Drive as the bus lane would operate within the service road and not remove curbside parking.

**Figure 10: Parking Duration for Northbound Central Park Avenue between Sadore Lane and Crisfield Street**



Southbound Central Park Avenue from Cowles Avenue to Clark Street

The BRT study proposes dedicating the curb lane of southbound Central Park Avenue between Cowles Avenue (located one block north of Yonkers Avenue) and Clark Street as an exclusive bus lane (see Figure 11). Generally, half of the 18 metered parking spaces within this study segment are occupied; however, the parking occupancy did peak at 16 vehicles during the Saturday midday and Sunday 5-7 PM peak periods (see Table 5)<sup>4</sup>. The Sunday 5-7 PM peak period could be attributed to the nearby Yonkers Raceway / Empire City casino, as local stores would likely be closed on Sunday evenings. Empire City does provide free on-site parking with a jitney service from the distant parking areas behind the horse track; however, on-street parking locations along Central Park Avenue may be perceived to be closer to the casino by some patrons.

The weekday and Saturday parking duration for most vehicles was three hours or less, indicating that the midday on-street parking is predominantly used by local shoppers (see Figure 12). Alternative parking locations in the study area include meter-parking spaces along Yonkers Avenue and on other adjacent side streets.

<sup>4</sup> Parking regulations are one-hour metered parking from 9 AM to 6 PM except Sunday for Central Park Avenue north of Yonkers Avenue and two-hour metered parking south of Yonkers Avenue.

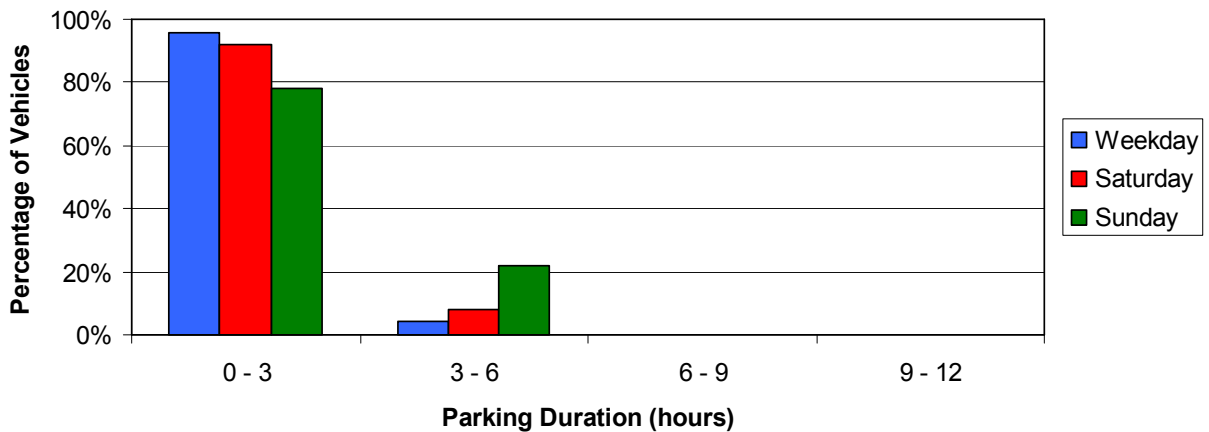
**Figure 11: Southbound Central Park Avenue On-Street Parking between Yonkers Avenue and Clark Street**



**Table 5: Parking Utilization for southbound Central Park Avenue between Cowles Avenue and Clark Street**

Time Period	Total # of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Weekday	18	3	17%	5	28%	7	39%	9	50%
Saturday	18	8	44%	16	89%	10	56%	7	39%
Sunday	18	2	11%	3	17%	7	39%	16	89%

**Figure 12: Parking Duration for southbound Central Park Avenue between Cowles Avenue and Clark Street**



Southbound Central Park Avenue approaching McLean Avenue

The southbound McLean Avenue bus stop is the last bus stop in Westchester County and the last stop before a one-mile uninterrupted segment of bus route 20 and 21 through Van Cortlandt Park. The next potential bus stop is at the East 233<sup>rd</sup> Street signalized intersection.

Consequently, the southbound McLean Avenue bus stop is an ideal location to provide a bus queue jump to allow buses to get ahead of the general traffic stream on this one-mile segment.

The southbound McLean Avenue bus queue jump lane may require the removal of approximately three parking spaces along southbound Central Park Avenue between McLean Avenue and Sanford Street, which provides about 19 on-street parking spaces (see Figure 13). During the week, nearly every parking space is occupied for most of the day between 8 AM and 4 PM (see Table 6) despite the two-hour parking regulations<sup>5</sup>. On the weekends, at most, five vehicles are parked with this roadway segment.

Field surveys indicate that this location operates as a de-facto park-and-ride facility, as several people were observed parking their vehicles on-street at this location and then boarding southbound route 20 and 21 buses. The parking duration data is consistent with these field observations as most vehicles were parked for more than six hours each weekday (see Figure 14). STV believes the advent of free MetroCard transfers to the NYC subway and the quick running time from this location makes McLean Avenue an attractive park-and-ride location.

Alternative parking locations in the study area include curb side parking spaces further north along the southbound Central Park Avenue roadway or on adjacent side streets.

**Figure 13: Southbound Central Park Avenue On-Street Parking between Sanford Street and McLean Avenue**

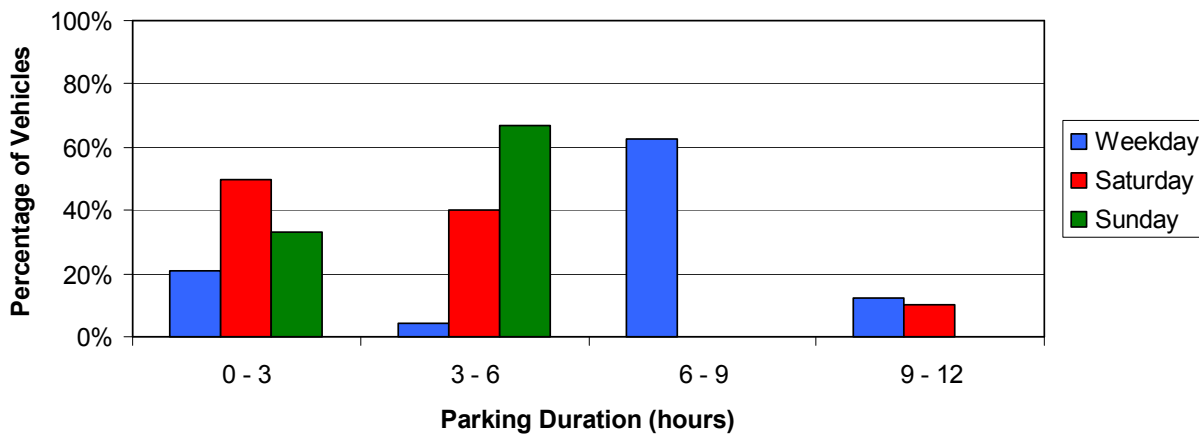


<sup>5</sup> Parking regulations are two-hour metered parking from 9 AM to 6 PM except Sunday.

**Table 6: Parking Utilization for southbound Central Park Avenue between Sanford Street and McLean Avenue**

Time Period	Total # of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Weekday	19	19	100%	18	95%	19	100%	5	26%
Saturday	19	4	21%	4	21%	5	26%	4	21%
Sunday	19	0	0%	0	0%	5	26%	5	26%

**Figure 14: Parking Duration for southbound Central Park Avenue between Sanford Street and McLean Avenue**



**Conclusions**

The Central Park Avenue BRT Assessment Study is proposing to provide bus preferential treatments such as exclusive bus lanes and bus queue jump lanes within the available shoulder/parking lanes along Central Park Avenue. The average observed parking occupancy during the analysis periods was about 150 vehicles (38% parking utilization) and approximately 190 vehicles (48% parking utilization) during the peak weekday PM parking period. Of these parking spaces, a total of 47 are metered spaces and the remainder is unmarked curbside parking areas.

**It is anticipated that the proposed BRT lanes, queue jump lanes, and relocated bus station would have a minimal impact on the Central Park Avenue parking supply.**

Off-street parking locations are available within a reasonable walking distance from nearly all study locations, including:

- within the City Center public parking garage off of Martine Avenue,
- in the parking lot located behind Duane Reade and other off-street lots near the Hartsdale Avenue/Central Park Avenue intersection, or
- within the retail parking lots that serve the Central Park Avenue strip malls in Yonkers.

Additionally, some of the existing parking patterns indicate that the on-street parking spaces are primarily used as a convenience and not as a necessity. Examples of this parking behavior include motorists parking on Martine Avenue instead of entering the adjacent parking garage or parking on Central Park Avenue instead of parking in the Duane Reade parking lot in the rear of the building.

Field observations indicated that the McLean Avenue study location may be a new de-facto park-and-ride location that serves a bus commuter parking demand. Substitute off-street parking spaces could be provided at dedicated park-and-ride locations at designated BRT stations. Similarly, the apparent long-term on-street employee parking areas identified along Central Park Avenue should be able to be accommodated within the off-street retail parking lots.

# **Appendix**

## **Parking Data Summaries**



### Central Avenue Bus Rapid Transit Study: Parking Utilization Summary

Weekday Summary

Date: Wednesday, April 2, 2008

Location	Direction	Number of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Central Avenue - Kohl's Driveway to Fort Hill Road	NB	4	0	0	0	0	0	0	0	0
	SB	13	0	0	0	0	0	0	0	0
Central Avenue - Fort Hill Road to Shopping Driveway #1	NB	5	0	0	0	0	0	0	0	0
	SB	4	1	25	0	0	2	50	2	50
Central Avenue - Shopping Driveway #1 to Shopping Driveway #2	NB	0	0		0		0		0	
	SB	12	3	25	5	42	7	58	6	50
Central Avenue - Shopping Driveway #2 to Shopping Driveway #3	NB	0	0		0		0		0	
	SB	17	0	0	1	6	2	12	1	6
Central Avenue - Shopping Driveway #3 to Shopping Driveway #4	NB	0	0		0		0		0	
	SB	0	0		0		0		0	
Central Avenue - Shopping Driveway #4 to Shopping Driveway #5	NB	0	0		0		0		0	
	SB	13	0	0	0	0	0	0	0	0
Central Avenue - Shopping Driveway #5 to Clifton Road	NB	0	0		0		0		0	
	SB	0	0		0		0		0	
Central Avenue - Hartsdale Avenue to Lawton Avenue	NB	28	6	21	12	43	16	57	10	36
	SB	5	0	0	1	20	1	20	1	20
Martine Avenue - South Broadway to Mamaroneck Avenue	SB (West Side)	14	6	43	11	79	10	71	10	71
Martine Avenue - Mamaroneck Avenue to Court Street	SB (West Side)	2	1	50	2	100	0	0	1	50



### Central Avenue Bus Rapid Transit Study: Parking Utilization Summary

Weekday Summary

Date: Thursday, April 3, 2008

Location	Direction	Number of Spaces	8-10 AM	Percent Occupied	11 AM - 1 PM	Percent Occupied	2-4 PM	Percent Occupied	5-7 PM	Percent Occupied
Central Avenue - Kohl's Driveway to Fort Hill Road	NB	4	0	0	0	0	0	0	0	0
	SB	13	0	0	0	0	0	0	0	0
Central Avenue - Fort Hill Road to Shopping Driveway #1	NB	5	0	0	0	0	0	0	0	0
	SB	4	1	25	2	50	2	50	2	50
Central Avenue - Shopping Driveway #1 to Shopping Driveway #2	NB	0	0		0		0		0	
	SB	12	3	25	3	25	4	33	2	17
Central Avenue - Shopping Driveway #2 to Shopping Driveway #3	NB	0	0		0		0		0	
	SB	17	0	0	1	6	2	12	2	12
Central Avenue - Shopping Driveway #3 to Shopping Driveway #4	NB	0	0		0		0		0	
	SB	0	0		0		0		0	
Central Avenue - Shopping Driveway #4 to Shopping Driveway #5	NB	0	0		0		0		0	
	SB	13	0	0	0	0	0	0	0	0
Central Avenue - Shopping Driveway #5 to Clifton Road	NB	0	0		0		0		0	
	SB	0	0		0		0		0	
Central Avenue - Hartsdale Avenue to Lawton Avenue	NB	28	9	32	14	50	13	46	10	36
	SB	5	0	0	1	20	1	20	0	0
Martine Avenue - South Broadway to Mamaroneck Avenue	SB (West Side)	14	8	57	11	79	11	79	9	64
Martine Avenue - Mamaroneck Avenue to Court Street	SB (West Side)	2	0	0	2	100	0	0	0	0









### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekday Summary

Date: Wednesday, April 2, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Northbound Sadore Lane to Plymouth Avenue			
8	4	7	5
Northbound Plymouth Avenue to Underhill Street			
4	0	2	3
Northbound Underhill Street to Holbrook Avenue			
0	0	0	0
Northbound Holbrook Avenue to Slater Avenue			
2	2	1	0
Northbound Slater Avenue to Melrose Avenue			
8	2	3	0
Northbound Melrose Avenue Northrup Avenue			
11	5	9	1
Northbound Northrup Avenue to Heights Drive			
1	0	0	0
Northbound Heights Drive to Verona Avenue			
18	3	3	2
Northbound Canfield Avenue to Roxbury Drive			
3	1	3	4
Northbound Roxbury Drive to Crisfield Street			
1	2	2	3
Northbound Crisfield Street Kohl's Driveway			
0	0	0	0
Northbound Kohl's Driveway to Fort Hill Road			
0	0	0	0
Northbound Fort Hill Road to Shopping Driveway #1			
0	0	0	0
Northbound Hartsdale Avenue to Lawton Avenue			
36	4	0	0
Southbound South Broadway to Mamaroneck Avenue (at Martine Avenue)			
35	1	0	0

### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekday Summary

Date: Wednesday, April 2, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Southbound Mamaroneck Avenue to Court Street (at Martine Avenue)			
4	0	0	0
Southbound Lawton Avenue to Hartsdale Avenue			
3	0	0	0
Southbound Clifton Road to Shopping Driveway #5			
0	0	0	0
Southbound Shopping Driveway #5 to Shopping Driveway #4			
0	0	0	0
Southbound Shopping Driveway #4 to Shopping Driveway #3			
0	0	0	0
Southbound Shopping Driveway #3 to Shopping Driveway #2			
1	0	1	0
Southbound Shopping Driveway #2 to Shopping Driveway #1			
4	7	1	0
Southbound Shopping Driveway #1 to Fort Hill Road			
1	2	0	0
Southbound Fort Hill Road to Kohl's Driveway			
0	0	0	0
Southbound Kohl's Driveway to Crisfield Street			
0	0	0	0
Southbound Crisfield Street to Roxbury Drive			
0	0	0	0
Southbound Roxbury Drive to Alta Vista Drive			
8	9	13	2
Southbound Alta Vista Drive to Verona Avenue			
4	3	0	8
Southbound Verona Avenue to Heights Drive			
1	3	3	8
Southbound Heights Drive to Northrup Avenue			
8	2	1	3

### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekday Summary

Date: Wednesday, April 2, 2008

2 Hours	4 Hours	6 Hours	8 Hours	
Southbound Northrup Avenue to Melrose Avenue				
21	6	15	8	
Southbound Melrose Avenue to Underhill Street				
13	4	3	0	
Southbound Underhill Street to Balint Drive				
0	0	0	0	
Southbound Balint Drive to Sadore Lane				
0	0	0	0	
Southbound Cowles Avenue to Yonkers				
11	0	0	0	
Southbound Yonker Avenue to Allen Street				
4	0	0	0	
Southbound Allen Street to Boone Street				
7	1	0	0	
Southbound Boone Street to Clark Street				
3	0	0	0	
Southbound Sanford Street to McLean Avenue				
2	2	13	4	
Total:	222	63	80	51

### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekday Summary

Date: Thursday, April 3, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Northbound Sadore Lane to Plymouth Avenue			
17	6	4	5
Northbound Plymouth Avenue to Underhill Street			
2	3	0	3
Northbound Underhill Street to Holbrook Avenue			
0	0	0	0
Northbound Holbrook Avenue to Slater Avenue			
3	0	2	0
Northbound Slater Avenue to Melrose Avenue			
13	4	1	0
Northbound Melrose Avenue Northrup Avenue			
10	7	6	1
Northbound Northrup Avenue to Heights Drive			
6	0	0	0
Northbound Heights Drive to Verona Avenue			
22	1	1	0
Northbound Canfield Avenue to Roxbury Drive			
5	0	4	2
Northbound Roxbury Drive to Crisfield Street			
5	2	3	0
Northbound Crisfield Street Kohl's Driveway			
0	0	0	0
Northbound Kohl's Driveway to Fort Hill Road			
0	0	0	0
Northbound Fort Hill Road to Shopping Driveway #1			
0	0	0	0
Northbound Hartsdale Avenue to Lawton Avenue			
36	2	2	0
Southbound South Broadway to Mamaroneck Avenue (at Martine Avenue)			
22	4	3	0

**Central Avenue Bus Rapid Transit Study: Parking Duration Summary**

Weekday Summary

Date: Thursday, April 3, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Southbound Mamaroneck Avenue to Court Street (at Martine Avenue)			
2	0	0	0
Southbound Lawton Avenue to Hartsdale Avenue			
2	0	0	0
Southbound Clifton Road to Shopping Driveway #5			
0	0	0	0
Southbound Shopping Driveway #5 to Shopping Driveway #4			
0	0	0	0
Southbound Shopping Driveway #4 to Shopping Driveway #3			
0	0	0	0
Southbound Shopping Driveway #3 to Shopping Driveway #2			
2	0	1	0
Southbound Shopping Driveway #2 to Shopping Driveway #1			
1	1	3	0
Southbound Shopping Driveway #1 to Fort Hill Road			
0	0	1	1
Southbound Fort Hill Road to Kohl's Driveway			
0	0	0	0
Southbound Kohl's Driveway to Crisfield Street			
0	0	0	0
Southbound Crisfield Street to Roxbury Drive			
0	0	0	0
Southbound Roxbury Drive to Alta Vista Drive			
11	8	11	3
Southbound Alta Vista Drive to Verona Avenue			
4	1	1	7
Southbound Verona Avenue to Heights Drive			
6	3	2	4
Southbound Heights Drive to Northrup Avenue			
3	4	5	0

### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekday Summary

Date: Thursday, April 3, 2008

	2 Hours	4 Hours	6 Hours	8 Hours
Southbound Northrup Avenue to Melrose Avenue				
	18	3	20	4
Southbound Melrose Avenue to Underhill Street				
	9	5	1	2
Southbound Underhill Street to Balint Drive				
	0	0	0	0
Southbound Balint Drive to Sadore Lane				
	0	0	0	0
Southbound Cowles Avenue to Yonkers				
	9	0	0	0
Southbound Yonkers Avenue to Allen Street				
	2	0	0	0
Southbound Allen Street to Boone Street				
	6	0	0	0
Southbound Boone Street to Clark Street				
	4	0	0	0
Southbound Sanford Street to McLean Avenue				
	7	0	16	1
Total	227	54	87	33

**Central Avenue Bus Rapid Transit Study: Parking Duration Summary**

Weekend Summary

Date: Saturday, April 12, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Northbound Sadore Lane to Plymouth Avenue			
8	5	3	10
Northbound Plymouth Avenue to Underhill Street			
2	0	1	4
Northbound Underhill Street to Holbrook Avenue			
0	0	0	0
Northbound Holbrook Avenue to Slater Avenue			
0	0	0	3
Northbound Slater Avenue to Melrose Avenue			
20	2	2	5
Northbound Melrose Avenue Northrup Avenue			
6	3	3	4
Northbound Northrup Avenue to Heights Drive			
5	0	1	1
Northbound Heights Drive to Verona Avenue			
26	3	0	0
Northbound Canfield Avenue to Roxbury Drive			
3	1	1	2
Northbound Roxbury Drive to Crisfield Street			
5	3	1	2
Northbound Crisfield Street Kohl's Driveway			
0	0	0	0
Northbound Kohl's Driveway to Fort Hill Road			
0	0	0	0
Northbound Fort Hill Road to Shopping Driveway #1			
0	0	0	0
Northbound Hartsdale Avenue to Lawton Avenue			
53	3	0	0
Southbound South Broadway to Mamaroneck Avenue (at Martine Avenue)			
35	4	1	0

**Central Avenue Bus Rapid Transit Study: Parking Duration Summary**

Weekend Summary

Date: Saturday, April 12, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Southbound Mamaroneck Avenue to Court Street (at Martine Avenue)			
0	0	0	0
Southbound Lawton Avenue to Hartsdale Avenue			
6	0	0	2
Southbound Clifton Road to Shopping Driveway #5			
0	0	0	0
Southbound Shopping Driveway #5 to Shopping Driveway #4			
0	0	0	0
Southbound Shopping Driveway #4 to Shopping Driveway #3			
0	0	0	0
Southbound Shopping Driveway #3 to Shopping Driveway #2			
2	0	0	0
Southbound Shopping Driveway #2 to Shopping Driveway #1			
10	5	2	2
Southbound Shopping Driveway #1 to Fort Hill Road			
1	0	0	0
Southbound Fort Hill Road to Kohl's Driveway			
1	0	0	0
Southbound Kohl's Driveway to Crisfield Street			
0	0	0	0
Southbound Crisfield Street to Roxbury Drive			
0	0	0	0
Southbound Roxbury Drive to Alta Vista Drive			
12	1	8	10
Southbound Alta Vista Drive to Verona Avenue			
9	5	1	6
Southbound Verona Avenue to Heights Drive			
2	1	4	6
Southbound Heights Drive to Northrup Avenue			
4	3	5	1

### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekend Summary

Date: Saturday, April 12, 2008

2 Hours	4 Hours	6 Hours	8 Hours	
Southbound Northrup Avenue to Melrose Avenue				
10	6	7	10	
Southbound Melrose Avenue to Underhill Street				
10	0	3	4	
Southbound Underhill Street to Balint Drive				
0	0	0	0	
Southbound Balint Drive to Sadore Lane				
0	0	0	0	
Southbound Cowles Avenue to Yonkers				
15	0	0	0	
Southbound Yonker Avenue to Allen Street				
6	0	0	0	
Southbound Allen Street to Boone Street				
8	2	0	0	
Southbound Boone Street to Clark Street				
6	1	0	0	
Southbound Sanford Street to McLean Avenue				
5	4	0	1	
Total:	270	52	43	73

**Central Avenue Bus Rapid Transit Study: Parking Duration Summary**

Weekend Summary

Date: Sunday, April 13, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Northbound Sadore Lane to Plymouth Avenue			
9	8	2	5
Northbound Plymouth Avenue to Underhill Street			
0	1	1	3
Northbound Underhill Street to Holbrook Avenue			
0	0	0	0
Northbound Holbrook Avenue to Slater Avenue			
2	0	0	0
Northbound Slater Avenue to Melrose Avenue			
8	1	0	1
Northbound Melrose Avenue Northrup Avenue			
2	2	1	1
Northbound Northrup Avenue to Heights Drive			
3	0	0	0
Northbound Heights Drive to Verona Avenue			
14	3	0	0
Northbound Canfield Avenue to Roxbury Drive			
5	7	1	0
Northbound Roxbury Drive to Crisfield Street			
1	1	2	3
Northbound Crisfield Street Kohl's Driveway			
0	0	0	0
Northbound Kohl's Driveway to Fort Hill Road			
0	0	0	0
Northbound Fort Hill Road to Shopping Driveway #1			
0	0	0	0
Northbound Hartsdale Avenue to Lawton Avenue			
62	4	2	3
Southbound South Broadway to Mamaroneck Avenue (at Martine Avenue)			
20	4	4	1

**Central Avenue Bus Rapid Transit Study: Parking Duration Summary**

Weekend Summary

Date: Sunday, April 13, 2008

2 Hours	4 Hours	6 Hours	8 Hours
Southbound Mamaroneck Avenue to Court Street (at Martine Avenue)			
0	0	0	0
Southbound Lawton Avenue to Hartsdale Avenue			
5	1	0	1
Southbound Clifton Road to Shopping Driveway #5			
0	0	0	0
Southbound Shopping Driveway #5 to Shopping Driveway #4			
0	0	0	0
Southbound Shopping Driveway #4 to Shopping Driveway #3			
0	0	0	0
Southbound Shopping Driveway #3 to Shopping Driveway #2			
0	0	0	0
Southbound Shopping Driveway #2 to Shopping Driveway #1			
9	4	0	0
Southbound Shopping Driveway #1 to Fort Hill Road			
2	1	0	1
Southbound Fort Hill Road to Kohl's Driveway			
0	0	0	0
Southbound Kohl's Driveway to Crisfield Street			
0	0	0	0
Southbound Crisfield Street to Roxbury Drive			
0	0	0	0
Southbound Roxbury Drive to Alta Vista Drive			
0	0	1	0
Southbound Alta Vista Drive to Verona Avenue			
4	6	4	7
Southbound Verona Avenue to Heights Drive			
6	0	0	0
Southbound Heights Drive to Northrup Avenue			
0	0	2	1

### Central Avenue Bus Rapid Transit Study: Parking Duration Summary

Weekend Summary

Date: Sunday, April 13, 2008

2 Hours	4 Hours	6 Hours	8 Hours	
Southbound Northrup Avenue to Melrose Avenue				
3	6	4	8	
Southbound Melrose Avenue to Underhill Street				
11	2	1	0	
Southbound Underhill Street to Balint Drive				
0	0	0	0	
Southbound Balint Drive to Sadore Lane				
0	0	0	0	
Southbound Cowles Avenue to Yonkers				
9	0	0	0	
Southbound Yonkers Avenue to Allen Street				
4	1	0	0	
Southbound Allen Street to Boone Street				
2	3	0	0	
Southbound Boone Street to Clark Street				
3	1	0	0	
Southbound Sanford Street to McLean Avenue				
2	4	0	0	
Total:	186	60	25	35