

## **MTA Response to Transit Planning Questions about Atlantic Yards**

**December 12, 2005**

**How are services and schedules adjusted for subways and buses when sporting or other events are held at arenas in New York City, such as Madison Square Garden, Yankee and Shea Stadia, the National Tennis Center in Flushing Meadows?**

**MTA Response:** For Madison Square Garden, the regularly scheduled service is sufficient for every typical event, but Station management is aware of the event schedule and monitors station entries and exits. We also check the MSG event schedule in the unusual event that track work may remove service from subway stations near MSG to be sure that sufficient capacity is provided.

For the baseball stadia, we run extra service after an event, depending on the total attendance at the event. We have a historical database which allows us to forecast the net train requirement based on attendance. We also restrict trackwork affecting the stadium stations on game days. There is substantial additional station staffing and additional supervision.

Under unusual conditions, such as playoff games, we may run a small increment in service before the game as well, particularly to Yankee Stadium, if the game traffic is overlaid with rush hour.

For tennis, if there is no concurrent baseball, the plan consists of station staffing and restrictions on track work.

Buses are not a key component of any service plans for these facilities.

**Could these venues serve as models for how service by each of these modes could be coordinated for events at a Downtown Brooklyn arena?**

**MTA Response:** Madison Square Garden is the better model, because it is about the same size and situated on multiple lines. The key to determining whether and where extra service is needed for an event will be a projection of the mode share, market area and corridor of origin for people attending events.