18.0 TRANSIT AND PEDESTRIANS

18.1 EXISTING CONDITIONS

Transit and Pedestrians

The Proposed Action will introduce to the site approximately 158 employees over three shifts. Under the *CEQR Technical Manual*, as the Proposed Action is projected to result in fewer than 200 peak hour rail or bus transit riders, further transit analyses are not required and the Proposed Action is considered unlikely to create a significant transit impact. Similarly, under the *CEQR Technical Manual*, as the Proposed Action would not increase pedestrian volumes per hour by 200 pedestrians at any pedestrian element, no further analysis is required and no significant impact would result. A qualitative discussion of transit and pedestrian conditions is provided below.

The project study area is served by public New York City Transit services, with two local bus lines, four express buses and two subway lines several blocks from the project site.

The M21 bus line generally operates east-west within Manhattan. Just east of the UPS Equipment Staging Lot site, M21 buses travel east along Spring Street and then north on 6th Avenue and west onto West Houston Street. The M20 bus line operates north-south along Hudson and Varick Streets. Both of these lines would provide direct service to the project sites; their frequencies of operation are in the range of 15 to 30 minutes hourly during the AM and PM peak hours. An express bus stop for the X6, X7, X9, and X10 bus lines exists on West Houston Street, which provides service to/from Staten Island with limited service on the weekend.

There are two subway stations along West Houston and Spring Streets within one-half mile of the project sites. The station located on West Houston Street and Varick Street services the No. 1 subway line (the No. 9 is currently not operating), while the station on Spring Street and 6th Avenue services the C and E lines.

Observations of pedestrian conditions indicate low to moderate levels of pedestrians crossing study intersections during the MN 1/2/5 Garage peak hours, especially during the AM period. In addition to the early hour of the AM peak, these low pedestrian volumes are attributed mostly to the low-density residential neighborhood and dominant industrial, manufacturing and transportation related uses within the study area. Pedestrian access to Hudson River Park is provided by a crosswalk at the south side of Canal Street and at West Houston Street.

18.2 FUTURE WITHOUT THE PROPOSED ACTION (FUTURE NO BUILD)

The number of transit riders and pedestrians in the study area was assumed to increase by one-half percent per year in proportion to the study area's traffic. Additionally, there would be an increase in pedestrian/transit activity from the estimated 1,389 occupants of the as-of-right commercial building projected for the UPS Staging Lot site under the Future Without the Proposed Action condition. In view of the fact that the Proposed Action would not result in a significant adverse impact to transit or pedestrian conditions (see below), no further analysis of the Future No Build condition was warranted.

18.3 FUTURE WITH THE PROPOSED ACTION (FUTURE BUILD)

Transit and Pedestrians

The majority of trips generated by the Proposed Action would be made by vehicle with no more than 20 percent of employee trips attributed to either walking or riding mass transit. It should be noted that although the MN 1/2/5 Garage would be a 24-hour facility with reduced operations on Sundays, operations do not conflict with peak usage times of area parks. As noted above, pedestrian access to Hudson River Park is not in the immediate vicinity of the proposed MN 1/2/5 Garage and Salt Shed. Moreover, relocation of the MN 2 and 5 Garages from Gansevoort/Pier 52 would decrease the potential for conflict between facility traffic and the pedestrian walkway and bikeway along West Street/Route 9A at Gansevoort Street. Therefore, no significant pedestrian or transit impacts would be expected, and no further analysis of pedestrian or transit conditions is required.