Chapter 17: Mitigation

A. INTRODUCTION

The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse impacts to result from the proposed Memorial Sloan-Kettering Cancer Center (MSK)/The City University of New York (CUNY)-Hunter project. In accordance with the 2012 *City Environmental Quality Review (CEQR) Technical Manual*, where such potential impacts have been identified—in the areas transportation (i.e., traffic) and construction-period transportation—measures are examined to minimize or eliminate the anticipated impacts to the fullest extent practicable. These mitigation measures are discussed below.

PRINCIPAL CONCLUSIONS

As discussed in Chapter 9, "Transportation," traffic conditions were evaluated at 19 intersections for the weekday AM, midday, and PM peak hours, and the proposed project would result in significant adverse impacts at 11 different intersections, 8 intersections each during the weekday AM, midday, and PM peak hours. As summarized in **Table 17-1**, with the implementation of standard mitigation measures (including primarily signal timing changes and daylighting), the significant adverse traffic impacts identified above could be fully mitigated during all three analysis peak hours, with the exception of those at the York Avenue and East 79th Street intersection.

Table 17-1 Summary of Significant Adverse Traffic Impacts

Interse	ection	AM Peak Hour		Midday Peak Hou	r	PM Peak Hour			
EB/WB Street	NB/SB Street	Significant Impacts	Mit	Significant Impacts	Mit	Significant Impacts	Mit		
East 79th St	York Ave	EB-LTR	No	EB-LTR	No	EB-LTR	No		
		NB-LTR	No	NB-LTR	No				
						NB-TR	No		
East 75th St	York Ave			NB-LTR	Yes				
East 74th St	York Ave	EB-LTR	Yes	EB-LTR	Yes	EB-LTR	Yes		
				WB-LR	Yes	WB-LR	Yes		
East 73rd St	York Ave					WB-LTR	Yes		
		NB-LTR	Yes	NB-LTR	Yes	NB-LTR	Yes		
		SB-DefL	Yes			SB-DefL	Yes		
				SB-LTR	Yes				
		SB-TR	Yes			SB-TR	Yes		
East 72nd St	York Ave	EB-DefL	Yes	EB-DefL	Yes	EB-DefL	Yes		
		NB-LTR	Yes	NB-LTR	Yes	NB-LTR	Yes		
East 71st St	York Ave	NB-LTR	Yes						
East 66th St	York Ave			NB-LTR	Yes				
						SB-LTR	Yes		
East 65th St	York Ave	EB-LR	Yes	EB-LR	Yes	EB-LR	Yes		
East 61st St	York Ave	WB-R	Yes						
East 72nd St	First Ave					EB-DefL	Yes		
East 65th St	First Ave	EB-LT	Yes	EB-LT	Yes	EB-LT	Yes		

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left Turn; T = Through; R = Right Turn; and MIT = Mitigation Provided

With respect to construction, the proposed project could result in significant adverse construction traffic impacts. These impacts could be mitigated using the same measures identified for the operational significant adverse traffic impacts, and likewise, traffic impacts during construction at the York Avenue and East 79th Street intersection would be unmitigated. Between the Draft and Final EIS, in coordination with NYCDOT, additional analysis of construction traffic will be prepared.

B. TRANSPORTATION

TRAFFIC

As discussed in Chapter 9, "Transportation," traffic conditions were evaluated at 19 intersections for the weekday AM, midday, and PM peak hours, and the proposed project, would result in significant adverse impacts at 11 different intersections, 8 intersections each during the weekday AM, midday, and PM peak hours. **Table 17-2** summarizes the recommended mitigation measures that are subject to review and approval by the New York City Department of Transportation (NYCDOT).

Tables 17-3 to **17-5** compare the level of service (LOS) conditions for the 2019 No Build, Build, and Mitigation conditions for the weekday AM, midday, and PM peak hours, respectively. Provided below is a discussion of each intersection with significant adverse traffic impacts and its recommended mitigation.

YORK AVENUE AND EAST 79TH STREET

The significant adverse impacts at this intersection during the weekday AM, midday, and PM peak hours could be mitigated by prohibiting parking and signal timing adjustments. However, based on NYCDOT's review, the proposed parking prohibition measures have been deemed infeasible and, therefore, the significant adverse impacts could not be mitigated. Additional mitigation measures will be explored between the Draft and Final EIS to potentially mitigate the significant adverse impacts at this intersection.

YORK AVENUE AND EAST 75TH STREET

The significant adverse impact at the northbound approach of this intersection during the weekday midday peak hour could be fully mitigated by shifting 1 second of green time from the westbound phase to the northbound/southbound phase.

YORK AVENUE AND EAST 74TH STREET

The significant adverse impact at the eastbound approach of this intersection during the weekday AM peak hour could be fully mitigated by shifting 2 second of green time from the northbound/southbound phase to the eastbound/westbound phase.

The significant adverse impacts at the eastbound and westbound approaches of this intersection during the weekday midday and PM peak hours could be fully mitigated by installing a No Standing 10AM – 7PM Monday through Friday sign on the north side of East 74th Street on the westbound approach for approximately 100 feet from the intersection and shifting 4 seconds of green time from the northbound/southbound phase to the eastbound/westbound phase.

The daylighting of the north curb of the westbound approach would prohibit curbside loading/unloading activities during the weekday midday and PM peak hours.

Table 17-2 Recommended Mitigation Measures

Intersection		Weeko	ay AM			Weekda	y Midday				day PM		
York Avenue and East 79th Street		Unmit	igated.			Unmit	igated.			Unmit	igated.		
York Avenue and East 75th Street	No s	significant	adverse im	pact	р	hase to the	een time from NB/SB phase	e.	No significant adverse impact				
York Avenue and East 74th Street			green time he EB/WB		Friday approach 2) Shift	sign on the for approxin inters	g 10AM-7PM north side of nately 100 fer ection; f green time the EB/WB p	the WB et from the	sign on th approxim 2) Shift 4 s	ne north side nately 100 fee econds of gre	DAM-7PM Mo of the WB ap et from the int een time from EB/WB phase	proach for ersection; the NB/SB	
York Avenue and East 73rd Street	2) Ins Monday- the SB a to East 74 3) Shift 2 LP 4) Shift 1	Monday stall No Sta Friday sigr pproach fro 4th Street t turn seconds o I phase to second of	urns from 7	1-7PM st side of ord Street a SB right- e from the use; e from the	2) Instal Friday approach Street 3) Shift 1	Monday I No Standing sign on the from East 7 to provide a second of g	urns from 7A r-Friday; g 7AM-7PM west side of 3rd Street to SB right-tur reen time fro NB/SB phase	Monday- the SB East 74th n lane; om the LPI	Prohibit NB left-turns from 7AM-7PM Monday-Friday; Install No Standing 7AM-7PM Monday-Friday sign on the west side of the SB approach from East 73rd Street to East 74th Street to provide a SB right-turn lane; Shift 1 second of green time from the LPI phase to the WB phase; Shift 3 seconds of green time from the LPI phase to the SB phase.				
York Avenue and East 72nd Street	Monday- the NB a feet from 2) Sh approact	Friday sigr pproach fo the interse right-tu ift the cent h 5 feet to l-foot movi	inding 7AM n on the ea r approxim ction to pro rn lane; erline on the the north to ng lanes au rking lane.	st side of ately 100 vide a NB ne EB o provide	Friday approach intersecti 2) Shift th feet to th	r sign on the for approxin ion to provid ne centerline ne north to p	g 7AM-7PM east side of nately 100 fer e a NB right- on the EB a rovide two (2 (1) 10-foot pa	the NB et from the turn lane; pproach 5 2) 11-foot	1) Install No Standing 7AM-7PM Monday-Friday sign on the east side of the NB approach for approximately 100 feet from the intersection to provide a NB right-turn lane; 2) Shift the centerline on the EB approach 5 feet to the north to provide two (2) 11-foot moving lanes and one (1) 10-foot parking lane.				
			sing to pro		Modify signal phasing to provide an additional exclusive NB phase.				Modify signal phasing to provide an additional exclusive NB phase.				
	Phase	Green	Amber	Red	Phase	Green	Amber	Red	Phase	Green	Amber	Red	
York Avenue and East 71st Street (1)	WB	48	3	2	WB	48	3	2	WB	48	3	2	
23317 101 011001	NB/SB	49 8	3	2	NB/SB	49	3	2	NB/SB	49	3	2	
	NB Cvi		3 = 120 seco	2 nds	NB	8 Vole length	3 = 120 second	2	NB	8 Cycle length :	3 = 120 second	2	
York Avenue and East 66th Street			adverse im			econds of gr	een time fror e NB phase.			ond of green	time from the /SB phase.		
York Avenue and East 65th Street	NB/S	SB phase to	green time o the EB pl	nase.	Shift 2 sec	conds of gre	en time from e EB phase.	the NB/SB	Shift 1 second of green time from the NB/SB phase to the EB phase.				
York Avenue and East 61st Street	NB/S	B phase to	reen time the WB p	hase.	No	o significant	adverse impa	act			adverse impa		
First Avenue and East 72nd Street (2)	pha	ase to the I	en time fro	ise.			adverse impa		Shift 2 seconds of green time from the NB phase to the EB/WB phase.				
First Avenue and East 65th Street			een time from EB phase		Shift 1 s		een time fron e EB phase.	n tne NB	Shift 1 second of green time from the NB phase to the EB phase.				

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; LPI = Lead Pedestrian Interval
(1) Intersection of York Avenue and East 71st Street not impacted during the weekday midday and PM peak hours and was analyzed under mitigation conditions for verification purposes only.
(2) Intersection of First Avenue and East 72nd Street not impacted during the weekday AM peak hour. However, signal timing adjusted to accommodate the proposed mitigation measures at the intersection of York Avenue and East 73rd Street.

Table 17-3 2019 No Build, Build, and Mitigation Conditions Level of Service Analysis Weekday AM Peak Hour

									<u> </u>	Veekda	•		Hou	
		2019 No				2019 E		1	Ш	2019 Mitigation				
	Lane	v/c	Delay		Lane	v/c	Delay			Lane	v/c			
Intersection	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS	
York Avenue & Ea	st 79th St	reet	i		ıı			1		1				
Eastbound		-	-	-	-	-								
	LTR	1.06	95.5	F	LTR	1.12	114.3	F	+					
) A / / / I	- - TD	-		-	- - TD	-		-						
Westbound	LTR	0.23	32.4	C	LTR	0.23	32.5	C			Unmit	igated		
Northbound	LTR	1.13	107.2	F	LTR	1.17	121.1	F	+					
Southbound	TR	0.93	51.7	D	TR	0.96	56.2	E						
York Avenue & Ea	Interse		80.8	F	Interse	ection	92.0	F						
Eastbound	LTR	0.56	36.0	D	LTR	0.76	46.6	D	l + l	LTR	0.75	44.3	D	
Westbound	LR	0.06	25.6	C	LR	0.76	31.5	C	+	LIK	0.73	29.5	C	
Northbound	TR	0.57	18.8	В	TR	0.63	20.1	C		TR	0.65	21.7	c	
Southbound	LT	0.74	23.4	C	LT	0.81	27.1	č		LT	0.84	29.9	Č	
Southbound	Interse		23.4	С	Interse		27.1	C	\mathbf{H}	Interse		28.7	C	
York Avenue & Ea			23.1	C	IIILEISE	CUOII	21.1	U		IIILEISE	CHOIT	20.1		
Westbound	LTR	0.20	45.9	D	LTR	0.24	46.9	D		LTR	0.24	46.9	D	
Northbound	LTR	1.04	71.4	E	LTR	1.17	119.9	F	+	TR	1.05	72.0	E	
Southbound	DefL	1.04	81.9	F	DefL	1.09	112.8	F	+	DefL	0.98	76.6	Ē	
Coalibound	-	-		'_	-			'_		T	0.30	20.7	C	
	TR	1.06	75.4	Ē	TR	1.16	113.2	F	+	_	-	- 20.7		
	-	-			-			'_		R	0.37	13.7	В	
	Interse	ection	73.7	Е	Interse	ection	115.1	F		Interse		53.1	D	
York Avenue & Ea						, , , , , ,		<u> </u>	<u> </u>		201.011	00		
Eastbound	DefL	1.05	109.1	F	DefL	1.13	136.1	F	+	DefL	1.05	109.9	F	
Laciboana	TR	0.54	36.3	D	TR	0.56	37.1	D	1 ' 1	TR	0.52	35.4	Ċ	
	R	0.47	36.7	D	R	0.50	38.2	D		R	0.48	37.3	Č	
Westbound	LTR	0.46	33.1	Č	LTR	0.47	33.3	Č		LTR	0.47	33.3	č	
Northbound		-	-	-		-	-	-		LT	1.00	55.1	Ē	
1101111004114	LTR	1.09	83.5	F	LTR	1.22	137.0	F	+		-	-		
		-	-	-	-	-	-	_		R	0.26	15.0	В	
Southbound	LTR	0.64	20.9	С	LTR	0.71	23.4	С		LTR	0.69	22.7	С	
	Interse	ection	59.1	Е	Interse	ection	86.9	F		Interse	ection	46.1	D	
York Avenue & Ea	st 71st St	reet												
Westbound	LTR	0.83	39.3	D	LTR	0.85	40.6	D		LTR	0.87	42.8	D	
Northbound	LTR	0.89	38.2	D	LTR	0.98	52.4	D	+	LTR	0.95	44.4	D	
Southbound	LTR	0.61	23.4	С	LTR	0.62	23.6	С		LTR	0.78	37.0	D	
	Interse		34.3	С	Interse	ection	40.4	D		Interse	ection	41.8	D	
York Avenue & Ea	st 65th St	reet	_			_	_	_		_		_		
Eastbound	LR	1.03	97.6	F	LR	1.10	118.1	F	+	LR	1.04	97.8	F	
Northbound	Т	0.53	14.4	В	Т	0.56	14.9	В		Т	0.58	16.2	В	
Southbound	Т	0.45	13.6	В	Т	0.45	13.6	В	Ш	Т	0.47	14.8	В	
	Interse		26.8	С	Interse	ection	30.5	С		Interse	ection	28.4	С	
York Avenue & Ea			i		n .	ī	i				i .	i		
Westbound	. L_	0.23	24.1	С	L	0.23	24.1	C		. <u>L</u> _	0.23	23.4	С	
	LTR	0.75	34.6	С	LTR	0.77	35.4	D		LTR	0.75	34.1	С	
	R	0.80	43.1	D	R	0.88	50.5	D	+	R	0.86	47.6	D	
Northbound	LT	0.84	29.7	С	LT	0.85	30.2	С		LT	0.86	31.7	С	
Southbound	TR	0.47	19.8	В	TR	0.47	19.9	В	Ш	TR	0.48	20.6	С	
	Interse		29.7	С	Interse	ection	31.1	С	Ш	Interse	ection	31.2	С	
First Avenue & Ea			l == ·		–	l a	l =c -			–	l a	l -		
Eastbound	LT	0.98	57.1	E	LT	0.99	59.6	E		LT	0.97	54.8	D	
Westbound	TR	0.45	21.9	С	TR	0.46	22.0	С		TR	0.47	21.6	С	
Northbound	L	0.60	45.4	D	L	0.60	45.4	D		L	0.60	45.4	D	
ļ	TR	0.76	20.3	С	TR	0.79	21.1	С	Н	R	0.81	22.3	С	
F:	Interse		29.1	С	Interse	ection	30.1	С		Interse	ection	29.7	С	
First Avenue & Ea			l 70.4		1	l 407	I 00 0				1 400	I 70 0		
Eastbound	LT	1.01	76.4	E	LT	1.07	92.0	F	+	LT	1.03	79.8	E	
Northbound	TR	0.91	24.2	С	TR	0.93	26.3	С	Н	TR	0.95	29.2	С	
	Interse	ection	31.8	С	Interse	ection	36.1	D	Ш	Interse	ection	36.8	D	

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service + Denotes a significant adverse traffic impact (1) Intersection not impacted during the weekday AM peak hour. However, signal timing adjusted to accommodate the proposed mitigation measures at the intersection of York Avenue and East 73rd Street.

Table 17-4 2019 No Build, Build, and Mitigation Conditions Level of Service Analysis Weekday Midday Peak Hour

	Weekday Midday Peak I										Hou		
		Build		2019 E	Build		2019 Mitigation						
	Lane	v/c	Delay		Lane	v/c	Delay			Lane	v/c Delay		
Intersection	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS
York Avenue & Ea	st 79th St	reet											
Eastbound	-	-	-	-	-	-	-	-					
	LTR	0.86	54.1	D	LTR	0.91	60.1	E	+				
144 .1		-	-	-	-	-	-	-					
Westbound	LTR	0.34	34.5	С	LTR	0.34	34.6	C			Unmiti	gated.	
Northbound	LTR	0.97	54.7	D	LTR	1.07	81.8	F D	+				
Southbound	TR	0.79	39.5	D D	TR	0.82	40.7	E					
York Avenue & Ea	Interse		47.9	U	Interse	cuon	59.7						
Westbound	LTR	0.10	30.2	С	LTR	0.10	30.2	С	1 1	LTR	0.11	31.0	l c l
Northbound	LTR	0.10	29.5	C	LTR	0.10	47.0	D	+	LTR	0.11	42.2	D
Southbound	LTR	0.67	18.0	В	LTR	0.90	19.3	В	_	LTR	0.90	18.4	В
Southbound	Interse		23.8	C	Interse		33.0	C		Interse		30.2	C
York Avenue & Ea			20.0		interse	,00011	00.0		11	interse	,000011	00.2	
Eastbound	LTR	0.59	36.7	D	LTR	0.84	52.9	D	+	LTR	0.77	43.2	l d l
Westbound	LR	0.09	26.0	C	LR	1.03	111.2	F	+	LR	0.65	39.5	D
Northbound	TR	0.56	18.6	В	TR	0.65	20.6	Ċ		TR	0.69	24.2	C
Southbound	LT	0.57	18.9	В	LT	0.74	24.1	Č		LT	0.80	29.7	Č
	Interse	ection	21.4	С	Interse	ection	35.0-	С		Interse	ection	30.5	С
York Avenue & Ea													
Westbound	LTR	0.40	51.3	D	LTR	0.50	55.5	E		LTR	0.50	55.5	E
Northbound	LTR	0.89	40.3	D	LTR	1.01	61.5	E	+	TR	0.92	43.2	D
Southbound	-	-	-	-	-	-	-	-		DefL	0.59	21.8	С
	LTR	1.01	56.7	E	LTR	1.23	138.3	F	+	-	-	-	-
	-	-	-	-	-	-	-	-		Т	0.78	24.3	С
	-	-	-	-	-	-	-	-		R	0.45	16.5	В
	Interse		48.7	D	Interse	ection	99.2	F		Interse	ection	33.5	С
York Avenue & Ea												•	
Eastbound	DefL	0.73	50.7	D	DefL	0.81	59.9	E	+	DefL	0.75	52.6	D
	TR	0.51	35.6	D	TR	0.53	36.4	D		TR	0.49	34.8	С
	. R_	0.48	37.3	D	. R	0.52	39.7	D		. R	0.50	38.6	D
Westbound	LTR	0.48	34.1	С	LTR	0.54	35.9	D		LTR	0.54	35.9	D
Northbound	- - TD	-	-	-	- - TD	-		-		LT	0.90	36.2	D
	LTR	0.96	46.3	D	LTR	1.06	72.2	E	+	- R	0.15	13.4	B
Southbound	LTR	0.57	19.1	В	LTR	0.65	21.3	C		LTR	0.15	21.1	C
Southbound	Interse		36.2	D	Interse		48.9	D	\vdash	Interse		32.3	C
York Avenue & Ea			30.2	U	IIILEISE	CHOIT	40.3	D	l .	IIILEISE	CHOIT	32.3	C
Westbound	LTR	0.68	32.7	С	LTR	0.68	32.9	С		LTR	0.70	34.0	l c l
Northbound	LTR	0.64	24.2	Č	LTR	0.70	26.1	Č		LTR	0.69	25.3	Č
Southbound	LTR	0.61	23.3	Č	LTR	0.63	23.7	Č		LTR	0.78	37.2	Ď
	Interse	ection	26.6	C	Interse	ection	27.4	C		Interse	ection	32.0	С
York Avenue & Ea													1
Westbound	LTR	0.04	29.2	С	LTR	0.04	29.2	С		LTR	0.04	31.4	С
Northbound	LTR	1.07	74.2	E	LTR	1.15	103.8	F	+	LTR	1.08	73.3	Ē
Southbound	LTR	0.82	31.6	С	LTR	0.86	33.9	С	$oxed{L}$	LTR	0.86	33.9	С
	Interse		52.7	D	Interse	ection	69.2	Е		Interse	ection	53.8	D
York Avenue & Ea													
Eastbound	LR	0.92	71.0	E	LR	0.98	83.4	F	+	LR	0.93	70.0	E
Northbound	T	0.61	16.2	В	T	0.64	17.0	В		T	0.66	18.5	В
Southbound	Т	0.52	14.6	В	Т	0.53	14.7	В	Щ	Т	0.54	16.0	В
	Interse		23.7	С	Interse	ection	26.2	С		Interse	ection	25.3	С
First Avenue & Ea			1			1 .	1	1 -		i . –	1	ı	
Eastbound	LT	0.99	69.4	E	LT	1.03	80.2	F	+	LT	1.00	70.5	E
Northbound	TR	0.82	19.8	В	TR	0.84	20.5	C	Щ	TR	0.85	21.8	С
	Interse	ection	27.9	С	Intersection		30.4	С		Interse	ection	29.9	С

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service + Denotes a significant adverse traffic impact (1) Intersection not impacted but analysis was conducted to incorporate signal phasing changes proposed as mitigation measures in the weekday AM peak hour.

Table 17-5 2019 No Build, Build, and Mitigation Conditions Level of Service Analysis Weekday PM Peak Hour

		Weekday PM Peak H									Houi				
Northbound			2019 No	Build			2019 E	Build)				
York Avenue & East 79th Street		Lane		Delay				Delay			Lane		Delay		
Eastbound				(sec)	LOS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS	
Westbound LTR 0.42 36.1 D Deft 0.89 81.3 F Unmitigated.	York Avenue &	East 79th	Street				•1								
Westbound Northbound	Eastbound	-	-	-	-	-	-	-	-						
Northbound		LTR	1.02	82.5	F	LTR	1.05	90.2	F	+					
Northbound		. -	-	-	-	- -	-	-	<u>-</u>						
LTR		LTR	0.42	36.1	D										
Southbound TR 0.92 50.5 D TR 0.93 52.7 D	Northbound	- - TD	-	-	-	DetL	0.89	81.3	-						
Transport Tra		LIR	1.21	137.2	F	-	-	-	-			Unmiti	gated.		
Transport Tra		-	-	-	-	- TD	4 20	- 047.5	-						
Northbound TR 0.92 50.5 D TR 0.93 52.7 D		-	-	-		IK	1.39	217.5	F	+					
Intersection	Southbound	TD	0.02	50.5		TD	0.03	52.7							
York Avenue & East 74th Street	Southbound									H					
Eastbound LTR	Vork Avenue &			07.5	ı	IIILEISE	Clion	110.0		L_I					
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Table 17-5 (cont'd) 2019 No Build, Build, and Mitigation Conditions Level of Service Analysis Weekday PM Peak Hour

		2019 No	Build			2019 E	Build			2019 Mitigation			
	Lane	v/c	Delay		Lane	v/c	Delay			Lane	v/c	Delay	
Intersection	Group	Ratio	(sec)	LOS	Group	Ratio	(sec)	LOS		Group	Ratio	(sec)	LOS
First Avenue &	East 72n	d Street											
Eastbound	-	-	-	-	DefL	0.77	46.8	D	+	DefL	0.75	43.1	D
	LT	0.73	30.5	С	-	-	-	-		-	-	-	-
	-	-	-	-	Т	0.62	27.8	С		Т	0.59	25.3	С
Westbound	TR	0.42	21.4	С	TR	0.45	21.9	С		TR	0.46	20.8	С
Northbound	L	0.48	40.1	D	L	0.48	40.1	D		L	0.48	40.1	D
	TR	0.76	20.1	С	TR	0.77	20.5	С		TR	0.81	22.9	С
	Interse	ection	22.7	С	Interse	ection	23.6	С		Interse	ection	24.5	С
First Avenue &	East 65th	Street											
Eastbound	LT	1.10	101.8	F	LT	1.13	113.2	F	+	LT	1.09	98.6	F
Northbound	TR	0.82	19.8	В	TR	0.84	20.2	С		TR	0.85	21.6	С
	Interse	ection	33.4	С	Interse	Intersection 35.9 D				Interse	ection	34.6	С

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service

YORK AVENUE AND EAST 73RD STREET

The significant adverse impacts at the northbound approach, southbound defacto left-turn, and southbound through/right-turn of this intersection during the weekday AM peak hour could be fully mitigated by prohibiting northbound left-turns on York Avenue (installing a No Left-Turns 7AM – 7PM Monday through Friday sign); prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the west side of York Avenue on the southbound approach from East 73rd Street to East 74th Street; and shifting 2 seconds of green time from the lead pedestrian interval (LPI) phase to the southbound phase; and shifting 1 second of green time from the LPI to the northbound/southbound phase.

The significant adverse impacts at the northbound and southbound approaches of this intersection during the weekday midday peak hour could be fully mitigated by prohibiting northbound left-turns on York Avenue (installing a No Left-Turns 7AM – 7PM Monday through Friday sign); and prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the west side of York Avenue on the southbound approach from East 73rd Street to East 74th Street; and shifting 1 second of green time from the LPI to the northbound/southbound phase.

The significant adverse impacts at the westbound approach, northbound approach, southbound defacto left-turn, and southbound through/right-turn of this intersection during the weekday PM peak hour could be fully mitigated by prohibiting northbound left-turns on York Avenue (installing a No Left-Turns 7AM – 7PM Monday through Friday sign); prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the west side of York Avenue on the southbound approach from East 73rd Street to East 74th Street; shifting 1 second of green time from the LPI phase to the westbound phase; and shifting 3 seconds of green time from the LPI phase to the southbound phase.

The daylighting of the west curb of the southbound approach would prohibit parking at approximately 2 on-street parking spaces during the weekday AM, midday, and PM peak hours.

⁺ Denotes a significant adverse traffic impact

⁽¹⁾ Intersection not impacted but analysis was conducted to incorporate signal phasing changes proposed as mitigation measures in the weekday AM peak hour.

YORK AVENUE AND EAST 72ND STREET

The significant adverse impacts at the eastbound defacto left-turn and the northbound approach of this intersection during the weekday AM, midday, and PM peak hours could be fully mitigated by prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the east side of York Avenue on the northbound approach for approximately 100 feet from the intersection to provide a northbound right-turn lane and by shifting the centerline on the eastbound approach 5 feet to the north to provide two (2) 11-foot moving lanes and one (1) 10-foot parking lane.

The daylighting of the east curb of the northbound approach would prohibit parking at approximately 4 metered parking spaces during the weekday AM, midday, and PM peak hours.

YORK AVENUE AND EAST 71ST STREET

The significant adverse impact at the northbound approach of this intersection during the weekday AM peak hour could be fully mitigated by modifying the signal phasing to provide an additional exclusive northbound phase (see **Table 17-2**).

YORK AVENUE AND EAST 66TH STREET

The significant adverse impact at the northbound approach of this intersection during the weekday midday peak hour could be fully mitigated by shifting 3 seconds of green time from the westbound phase to the northbound phase.

The significant adverse impact at the southbound approach of this intersection during the weekday PM peak hour could be fully mitigated by shifting 1 second of green time from the westbound phase to the northbound/southbound phase.

YORK AVENUE AND EAST 65TH STREET

The significant adverse impact at the eastbound approach of this intersection during the weekday AM and midday peak hours could be fully mitigated by shifting 2 seconds of green time from the northbound/southbound phase to the eastbound phase.

The significant adverse impact at the eastbound approach of this intersection during the PM peak hour could be fully mitigated by shifting 1 second of green time from the northbound/southbound phase to the eastbound phase.

YORK AVENUE AND EAST 61ST STREET

The significant adverse impact at the westbound right-turn of this intersection during the weekday AM peak hour could be fully mitigated by shifting 1 second of green time from the northbound/southbound phase to the westbound phase.

FIRST AVENUE AND EAST 72ND STREET

This intersection is not impacted during the weekday AM peak hour. However, the signal timing was adjusted under the mitigation conditions (shifting 1 second of green time from the northbound phase to the eastbound/westbound phase) in order to accommodate the proposed mitigation measures at the intersection of York Avenue and East 73rd Street as described above.

The significant adverse impact at the eastbound defacto left-turn of this intersection during the weekday PM peak hour could be fully mitigated by shifting 2 seconds of green time from the northbound phase to the eastbound/westbound phase.

FIRST AVENUE AND EAST 65TH STREET

The significant adverse impact at the eastbound approach of this intersection during the weekday AM, midday, and PM peak hours could be fully mitigated by shifting 1 second of green time from the northbound phase to the eastbound phase.

EFFECTS OF TRAFFIC MITIGATIONS ON PEDESTRIAN OPERATIONS

As described above, intersection operations would change with the implementation of the recommended traffic mitigation measures. These measures would include changes to existing signal timings and lane utilizations. A review of the effects of these changes on pedestrian circulation and service levels at intersection corners and crosswalks showed that they would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

C. CONSTRUCTION

TRANSPORTATION

As discussed in Chapter 15, "Construction," the peak construction traffic increments would be lower than the full operational traffic increments associated with the proposed project in 2019. Therefore, the potential traffic impacts during peak construction would be within the envelope of significant adverse traffic impacts identified for the Build condition in Chapter 9, "Transportation." Nonetheless, because existing and No Build traffic conditions at some of the study area intersections through which construction-related traffic would also travel were determined to operate at unacceptable levels during commuter peak hours, it is possible that significant adverse traffic impacts could occur at some or many of these locations during construction. In order to alleviate construction traffic impacts, measures recommended to mitigate impacts associated with the operational traffic of the proposed project could be implemented during construction before full build-out of the proposed project. As detailed above, measures to mitigate the operational traffic impacts in 2019 were recommended for implementation at 10 out of the 11 different impacted intersections during weekday peak hours. These measures would encompass primarily signal timing adjustments and other operational measures, all of which could be implemented earlier at the discretion of NYCDOT to address actual conditions experienced at that time. However, traffic impacts during construction at the York Avenue and East 79th Street intersection would likewise be unmitigated. Between the Draft and Final EIS, in coordination with NYCDOT, additional analysis of construction traffic will be prepared.