3.15 TRAFFIC AND PARKING

INTRODUCTION

This chapter examines the potential for impacts on traffic associated with the proposed action. As described in detail in the "Future with the Proposed Action" section of this chapter, under the reasonable worst-case development scenario (RWCDS), the proposed action would result in a net increase of 2,328 residential dwelling units (DUs), 189,099 square-feet of specialty retail space, 19,488 square-feet of boutique retail space, 436,014 square-feet of office space, and 11,672 square-feet of hotel space on the 26 projected development sites. There would be a reduction of 110,986 square-feet of community facilities/institutional space and 26,824 square-feet of storage/manufacturing space on the 26 projected development sites.

The traffic study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the proposed development sites. As shown in Figure 3.15.1, the study area is generally bounded by 135th Street to the north, 116th Street to the south, First Avenue to the east, and 12th Avenue to the west. For the most part, this study area is composed of the standard Manhattan grid of major north-south avenues and local east-west streets, except for 135th Street, 125th Street and 116th Street which are all major two-way cross-town arteries. Outside of the identified study area, traffic would be substantially dispersed and, therefore, significant traffic impacts would be unlikely. For analysis purposes, the 26 development sites were aggregated on a block-by-block basis.

As discussed later in this chapter, the proposed action condition is projected to generate net increments of 329 vehicle trips during the weekday AM peak hour (7:45 to 8:45 a.m.), 493 vehicle trips during the weekday midday peak hour (1:00 to 2:00 p.m.), 724 vehicle trips during the weekday PM peak hour (4:00 to 5:00 p.m.), and 571 vehicle trips during the Saturday midday peak hour (1:00 to 2:00 p.m.), relative to the No-Action condition. Because these incremental numbers of vehicle trips generated by the proposed action in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours exceed the 50 vehicle-trips/peak hour threshold for a detailed analysis as established in the *CEQR Technical Manual*, detailed traffic impact analyses are provided in this EIS for all four time periods.

The following section describes year 2007 existing traffic conditions in the study area. Year 2017 future conditions without the proposed action (the "No-Action condition," assuming the existing zoning) are described next. The change in travel demand resulting from the proposed action is then projected and added to No-Action conditions to develop the year 2017 future with the proposed action condition. Included in all future conditions analyses (for both No-Action and Action conditions) are planned changes to study area's transportation facilities, and increases in traffic demand due to background growth and new developments in and around the study area that are projected to occur by the year 2017. Potential significant impacts, if any, from action-generated trips are then identified and described in detail.

3.15.1 EXISTING CONDITIONS

As shown in Figure 3.15-1, the traffic study area consists of 44 intersections to be analyzed for the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. These 44 intersections selected for analysis are those that are expected to accommodate the highest concentrations of added vehicular traffic as a result of the proposed action. Existing traffic volumes for the 44 study intersections were developed based on a combination of field counts conducted in November 2006 through April 2007, as well as data from *Harlem/Morningside Heights Transportation Study* prepared by the New York City Department of Transportation (NYCDOT), and the *Harlem Park EAS*, prepared by Philip Habib & Associates, Inc. The data collection effort also included vehicle classification counts and travel time surveys (to determine vehicle speeds for the air quality assessment). Intersection signal timings were provided by NYCDOT.

Figures 3.15-2 through 3.15-5 show the traffic volumes at each of the 44 study intersections during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours under year 2007 existing traffic conditions.

Street Network

The study area roadway network in Harlem is typically structured as part of the standard Manhattan grid, with north-south avenues serving as major arteries, and one-way east-west streets serving mainly a local distribution/land access function. The study area includes three major, two-way, east-west arteries, as follows:

135th Street is a two-way, east-west roadway that forms the northern boundary of the study area. From Adam Clayton Powell Jr. Boulevard (Seventh Avenue) to Madison Avenue, 135th Street has two travel lanes in each direction with curbside parallel parking allowed on both sides of the roadway. West of Seventh Avenue, 135th Street has one travel lane in each direction, with curbside parallel parking on both sides of the roadway between St. Nicholas Avenue and Frederick Douglass Boulevard (Eighth Avenue), and on the south side of the roadway between Eighth Avenue and Seventh Avenue. 135th Street has curbside 90-degree parking on the north side of 135th Street between Eighth Avenue and Seventh Avenue. Due to the presence of St. Nicholas Park, 135th Street is discontinuous between St. Nicholas Avenue and St. Nicholas Terrace. 135th Street accommodates the Bx33 bus, operated by NYC Transit, between St. Nicholas Avenue and the Bronx via the Madison Avenue Bridge. 135th Street provides connections to Riverside Drive to the west, and Harlem River Drive/Franklin Delano Roosevelt (FDR) Drive.

125th Street (Dr. Martin Luther King Jr. Boulevard) is a two-way roadway that serves as the primary east-west corridor within the project study area. 125th Street has two continuous travel lanes in each direction between 12th Avenue and First Avenue with curbside parallel parking on both sides of the roadway. 125th Street is a major commercial corridor in Harlem, and as such, is significant generator of pedestrian activity, particularly between Morningside Avenue and Lexington Avenue. In addition, 125th Street is a local truck route between Broadway and First Avenue, and a major bus corridor accommodating significant portions of the M60, M100, M101,

and Bx15 routes operated by NYC Transit, as well as shorter segments of the M18, M103, and M104 routes. To the west, 125th Street provides connections to northbound and southbound Henry Hudson Parkway (Route 9A). To the east, 125th Street provides connections to the Triborough Bridge, the Willis Avenue Bridge, and FDR Drive.

116th Street (Luiz Munoz Marin Boulevard) is a two-way, east-west roadway that forms the southern boundary of the study area. Within the project study area, 116th Street has two travel lanes in each direction with curbside parallel parking allowed on both sides of the roadway. Due to the presence of Morningside Park, 116th Street is discontinuous between Morningside Avenue and Morningside Drive. 116th Street accommodates significant portions of the M7, M18, M102, and M116 bus routes, operated by NYC Transit. 116th Street is also a local truck route between Seventh Avenue and First Avenue. To the west, 116th Street provides connections to Riverside Drive. To the east, 116th Street provides connections to/from southbound FDR Drive.

The remaining system of east-west cross-streets is comprised of one-way local streets, typically with one travel lane, plus curbside parallel parking on both sides of the roadway. These streets primarily provide local access to adjacent properties. For the most part, the east-west cross-street system is continuous and complete in the proposed action area. However, local streets are sometimes discontinuous due to the prior formation of super-blocks (e.g. 121st Street, 122nd Street and 123rd Street are all discontinuous west of Madison Avenue, due to Marcus Garvey Memorial Park).

The major north-south arteries are as follows:

Broadway is a two-way roadway that serves as a primary north-south thoroughfare through the study area, extending virtually the entire length of Manhattan. Within the project study area, Broadway is aligned under the elevated subway track for the #1 subway line, and has two continuous travel lanes in each direction, with curbside parallel parking on each side of the roadway and exclusive left-turn lanes at major intersections (such as at 125th Street). In addition, Broadway accommodates portions of the M4, M60, and M104 bus routes operated by NYC Transit within the study area, and is also a local truck route.

Amsterdam Avenue is a two-way, north-south roadway with two continuous travel lanes and curbside parallel parking on each side of the roadway through the study area. Amsterdam Avenue is a local truck route through the study area, and accommodates portions of the M11, M60, M100, and M101 bus routes operated by NYC Transit.

Morningside Avenue is a two-way, north-south roadway. Through the study area south of 126th Street, Morningside Avenue has two continuous travel lanes and curbside parallel parking on each side of the roadway. North of 126th Street, Morningside Avenue narrows to one continuous travel lane and curbside parallel parking on each side of the roadway.

St. Nicholas Avenue is a two-way roadway on a slightly angled north-south alignment, such that it intersects with Eighth Avenue (at 121st Street) and Seventh Avenue (at 116th Street) within the study area. St. Nicholas Avenue has one continuous travel lane, a striped bicycle lane, and

curbside parallel parking in each direction throughout the study area. North of 125th Street, St. Nicholas Avenue accommodates the M3 bus route operated by NYC Transit.

Frederick Douglass Boulevard (Eighth Avenue) is a two-way north-south roadway with two continuous travel lanes and curbside parallel parking on each side of the roadway through the study area. Frederick Douglass Boulevard accommodates the M10 bus route operated by NYC Transit.

Adam Clayton Powell Jr. Boulevard (Seventh Avenue) is a two-way north-south roadway through the study area, with three continuous travel lanes and curbside parallel parking on each side of the roadway, separated by a raised, landscaped median. Adam Clayton Powell Jr. Boulevard is a local truck route between Central Park North and West 155th Street, and accommodates the M2 bus route operated by NYC Transit.

Lenox Avenue (Malcom X Boulevard) is a two-way north-south roadway through the study area, with two continuous travel lanes and curbside parallel parking on each side of the roadway, separated by a raised, landscaped median. At major intersections, the raised median is reduced in width to accommodate exclusive northbound and/or southbound left-turn lanes. Within the study area, Lenox Avenue accommodates the M7 and M102 bus routes operated by NYC Transit.

Fifth Avenue is a one-way southbound roadway through the study area. From 135th Street to 132nd Street, Fifth Avenue has three continuous travel lanes with curbside parallel parking on each side of the roadway. South of 132nd Street, Fifth Avenue narrows to two continuous travel lanes with curbside parallel parking on each side of the roadway. Because of Marcus Garvey Memorial Park, Fifth Avenue terminates at 124th Street. As a result, southbound traffic must turn right onto 124th Street to continue southbound around the park via Mt. Morris Parkway West, or turn left onto 124th Street to continue southbound via Park Avenue. Fifth Avenue resumes south of the Marcus Garvey Memorial Park at 120th Street. Fifth Avenue is a local truck route from the Madison Avenue bridge (138th Street) to 125th Street, and accommodates the southbound leg of the M1 bus route operated by NYC Transit.

Madison Avenue is a one-way northbound roadway through the study area. South of 125th Street, Madison Avenue generally has three continuous travel lanes, plus curbside parallel parking on both sides of the roadway, with the exception of the segment between 120th and 124th Streets (adjacent to Marcus Garvey Memorial Park). Along this particular segment, Madison Avenue has two continuous travel lanes, with parallel parking on the east side of the roadway and 90-degree parking on the west side of the roadway (adjacent to the park). Between 125th Street and 132nd Street, Madison Avenue narrows to two continuous travel lanes, plus curbside parallel parking on both sides of the roadway. North of 132nd Street, Madison Avenue widens again to three continuous travel lanes, plus curbside parallel parking on both sides of the roadway. Madison Avenue is a local truck route from the Madison Avenue bridge (138th Street) to 125th Street, and accommodates the northbound leg of the M1 bus route operated by NYC Transit.

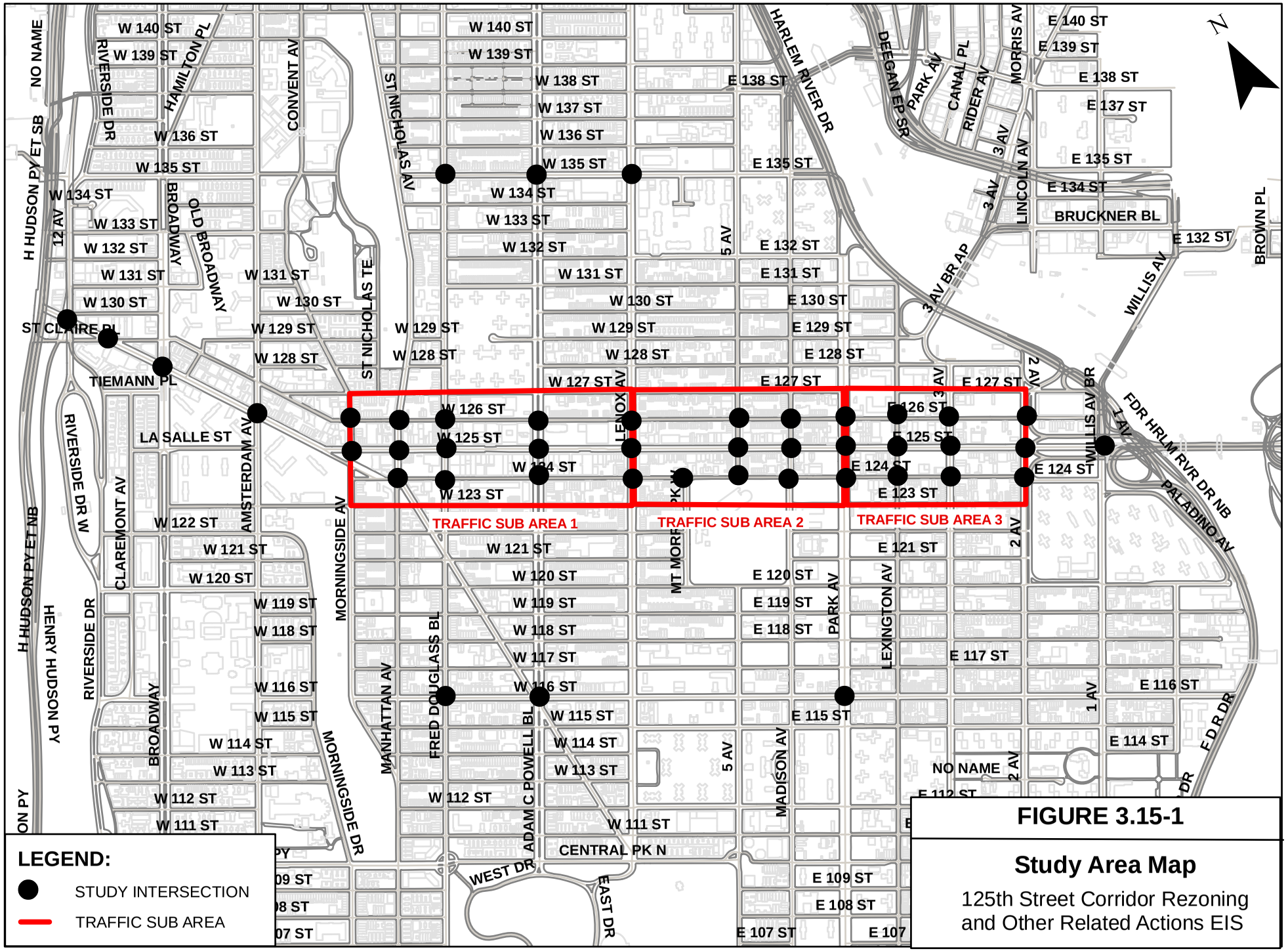
Park Avenue is a two-way north-south roadway that is aligned under the elevated Metro-North Railroad track through the study area. Park Avenue has one continuous travel lane in each direction and accommodates the southbound portion of the M98 bus route operated by NYC Transit.

Lexington Avenue is a one-way southbound roadway through the study area, with two continuous travel lanes plus curbside parallel parking on both sides of the roadway. South of 125th Street, Lexington Avenue is a local truck route. Lexington Avenue also accommodates portions of the southbound legs of the M98, M101, and M103 bus routes operated by NYC Transit.

Third Avenue is a one-way northbound roadway through the study area, with five continuous travel lanes plus curbside parallel parking on both sides of the roadway. South of 125th Street, Third Avenue is a local truck route. Third Avenue also accommodates portions of the northbound legs of the M98, M101, and M103 bus routes operated by NYC Transit.

Second Avenue is a one-way southbound roadway through the study area, with five continuous travel lanes plus curbside parallel parking on both sides of the roadway between 125th and 127th Streets, and four continuous travel lanes plus curbside parallel parking on both sides south of 125th Street. South of 127th Street, Second Avenue is a local truck route. Second Avenue also accommodates a portion of the southbound leg of the M15 bus route operated by NYC Transit. The exit and entrance ramps to/from the Triborough Bridge are located immediately east of the signalized Second Avenue/125th Street intersection.

First Avenue forms the eastern boundary of the study area, and is primarily a one-way northbound roadway. South of 125th Street, First Avenue has four continuous travel lanes, plus curbside parallel parking on both sides of the roadway. However, the section of First Avenue between 127th Street and 125th Street is one-way southbound, with one travel lane and curbside parallel parking on both sides of the roadway. First Avenue is also a local truck route through the study area, and accommodates portions of the northbound legs of the M15 and M116 bus routes operated by NYC Transit. North of 125th Street, First Avenue continues over the Willis Avenue Bridge to the Bronx.


TRAFFIC SUB AREA 1
TRAFFIC SUB AREA 2
TRAFFIC SUB AREA 3
LEGEND:
STUDY INTERSECTION
TRAFFIC SUB AREA
N
W 140 ST
W 139 ST
W 138 ST
W 137 ST
W 136 ST
W 135 ST
W 134 ST
W 133 ST
W 132 ST
W 131 ST
W 130 ST
W 129 ST
W 128 ST
W 127 ST
W 126 ST
W 125 ST
W 124 ST
W 123 ST
W 122 ST
W 121 ST
W 120 ST
W 119 ST
W 118 ST
W 117 ST
W 116 ST
W 115 ST
W 114 ST
W 113 ST
W 112 ST
W 111 ST
E 140 ST
E 139 ST
E 138 ST
E 137 ST
E 135 ST
E 134 ST
E 132 ST
E 131 ST
E 130 ST
E 129 ST
E 128 ST
E 127 ST
E 126 ST
E 125 ST
E 124 ST
E 123 ST
E 121 ST
E 120 ST
E 119 ST
E 118 ST
E 117 ST
E 116 ST
E 115 ST
E 114 ST
E 112 ST
E 109 ST
E 108 ST
E 107 ST
NO NAME
HARLEM RIVER DR
DEEGAN EXP SR
PARK AV
CANAL PL
RIDER AV
MORRIS AV
3 AV
LINCOLN AV
BRUCKNER BL
3 AV BR AP
WILLIS AV
BROWN PL
FDR HRLM RVR DR NB
PALADINO AV
1 AV
2 AV
5 AV
LENOX AV
MT MORRIS PK W
PARK AV
LEXINGTON AV
MADISON AV
ADAM C POWELL BL
FRED DOUGLASS BL
MANHATTAN AV
MORNINGSIDE AV
MORNINGSIDE DR
AMSTERDAM AV
CLAREMONT AV
RIVERSIDE DR W
RIVERSIDE DR
BROADWAY
OLD BROADWAY
ST NICHOLAS AV
ST NICHOLAS TE
CONVENT AV
HAMILTON PL
RIVERSIDE DR
12 AV
H HUDSON PY ET SB
H HUDSON PY ET NB
HENRY HUDSON PY
ST CLAIRE PL
TIEMANN PL
LA SALLE ST
CENTRAL PK N
WEST DR
EAST DR
E D R DR
FIGURE 3.15-1
Study Area Map
125th Street Corridor Rezoning and Other Related Actions EIS
NOT TO SCALE

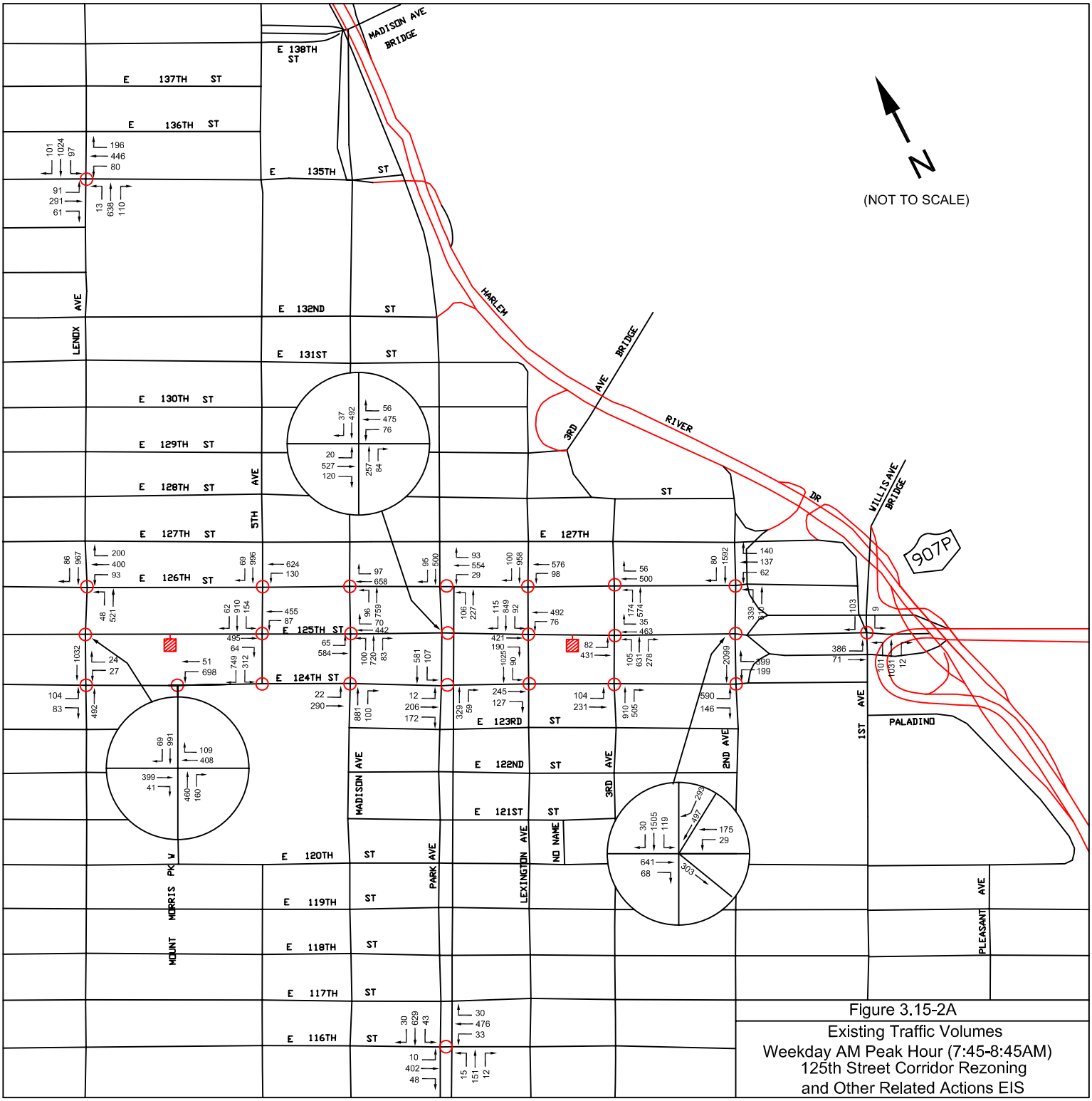


Figure 3.15-2A
Existing Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

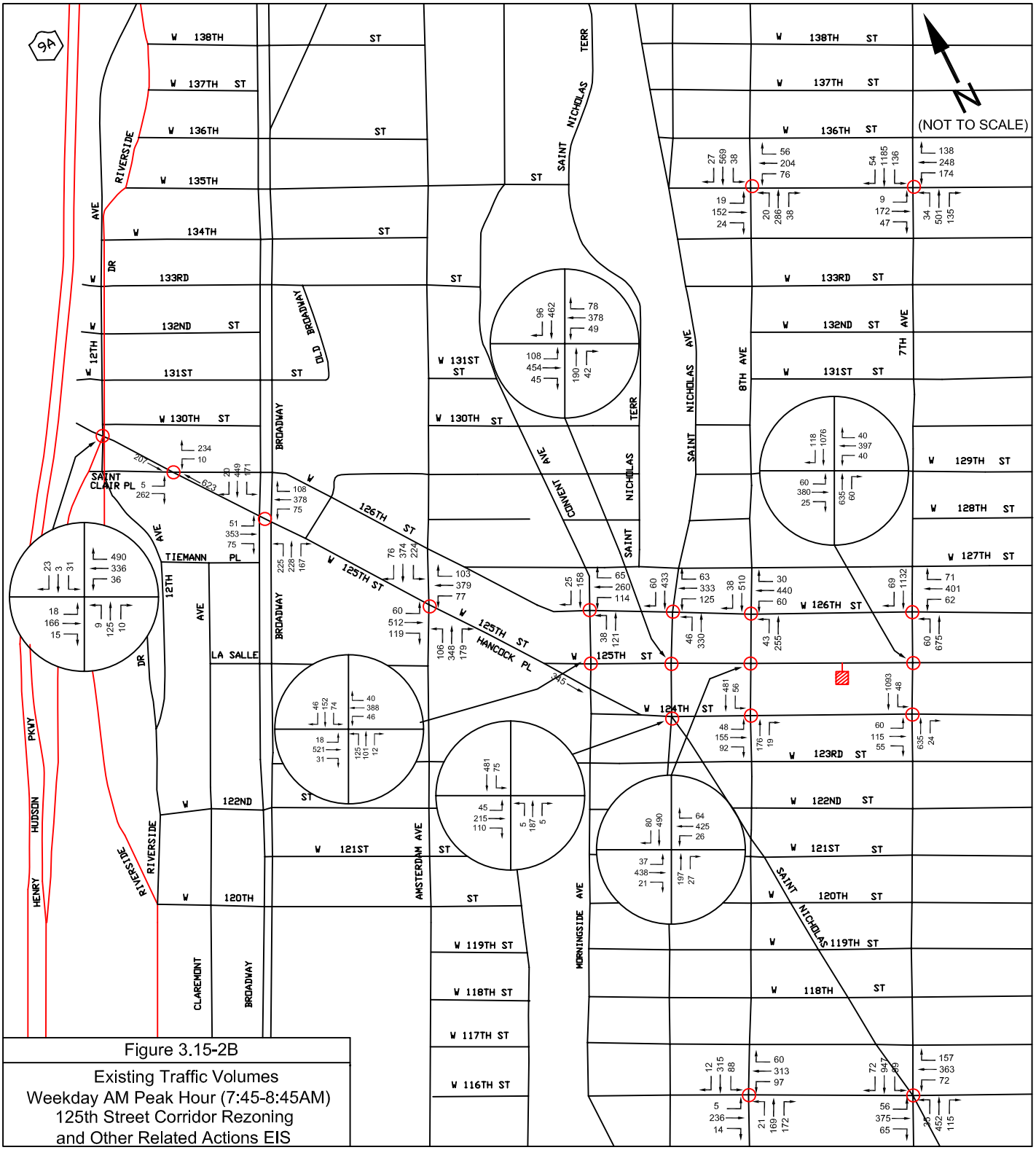


Figure 3.15-2B

Existing Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

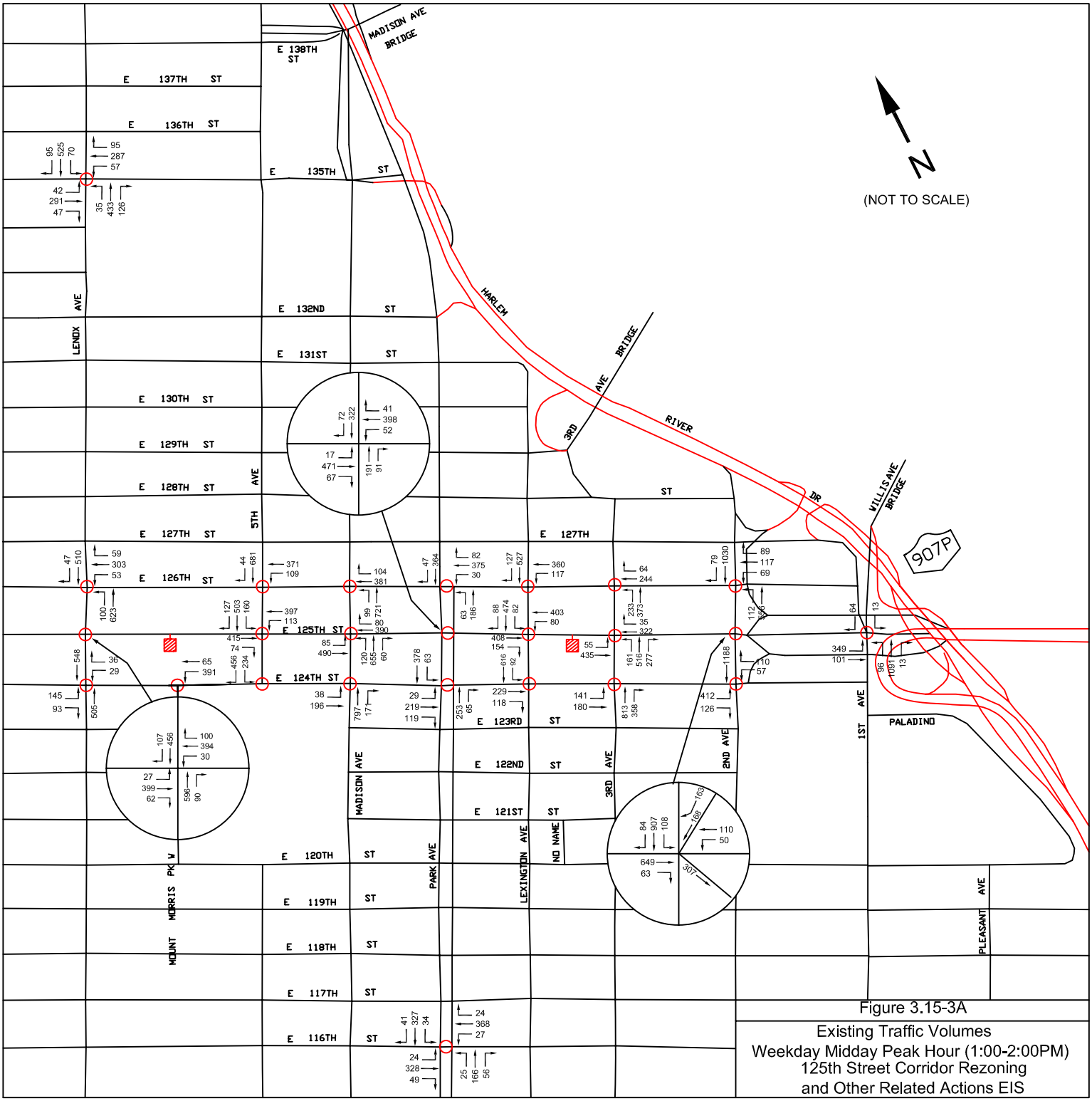


Figure 3.15-3A
Existing Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

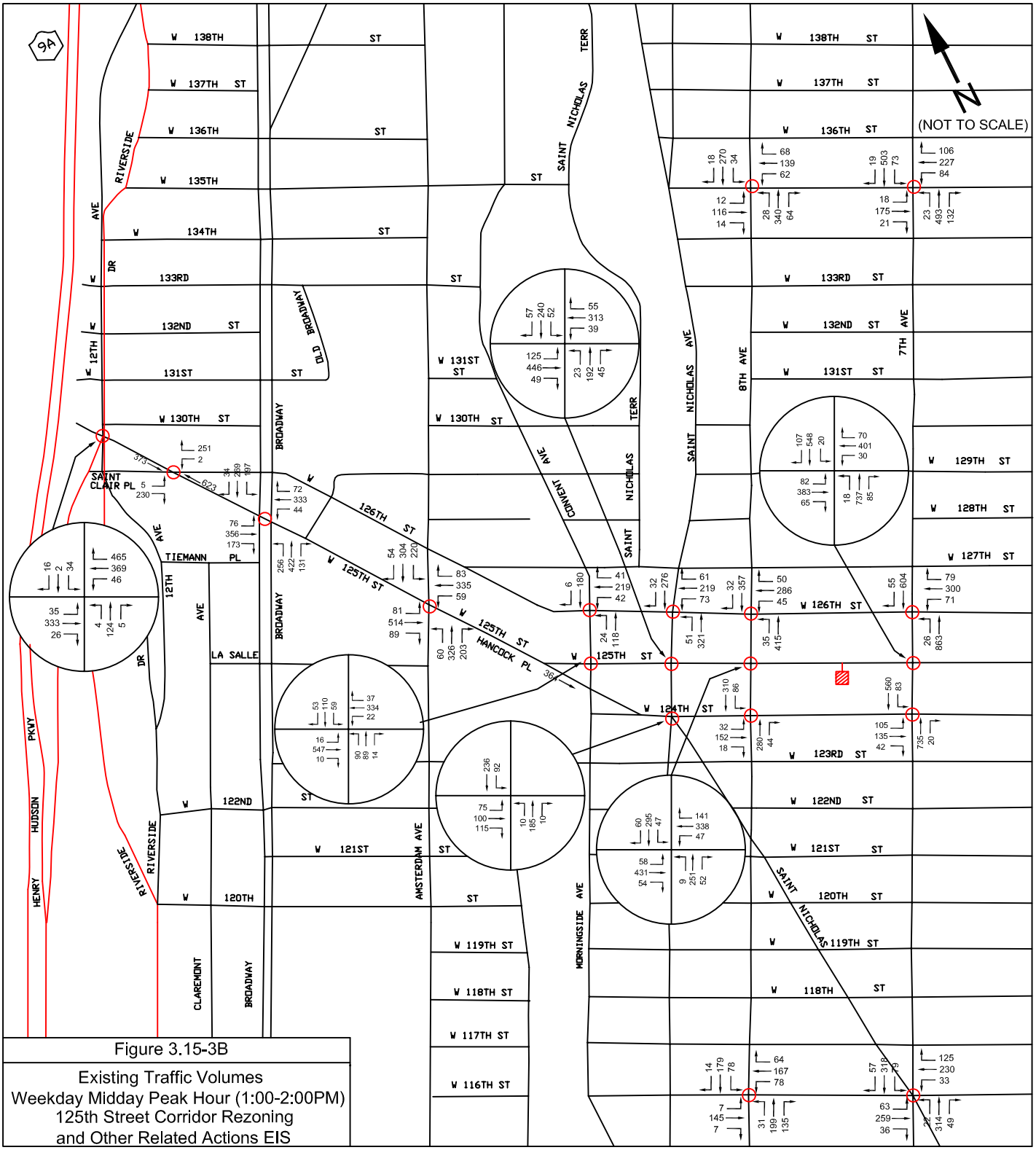


Figure 3.15-3B

Existing Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

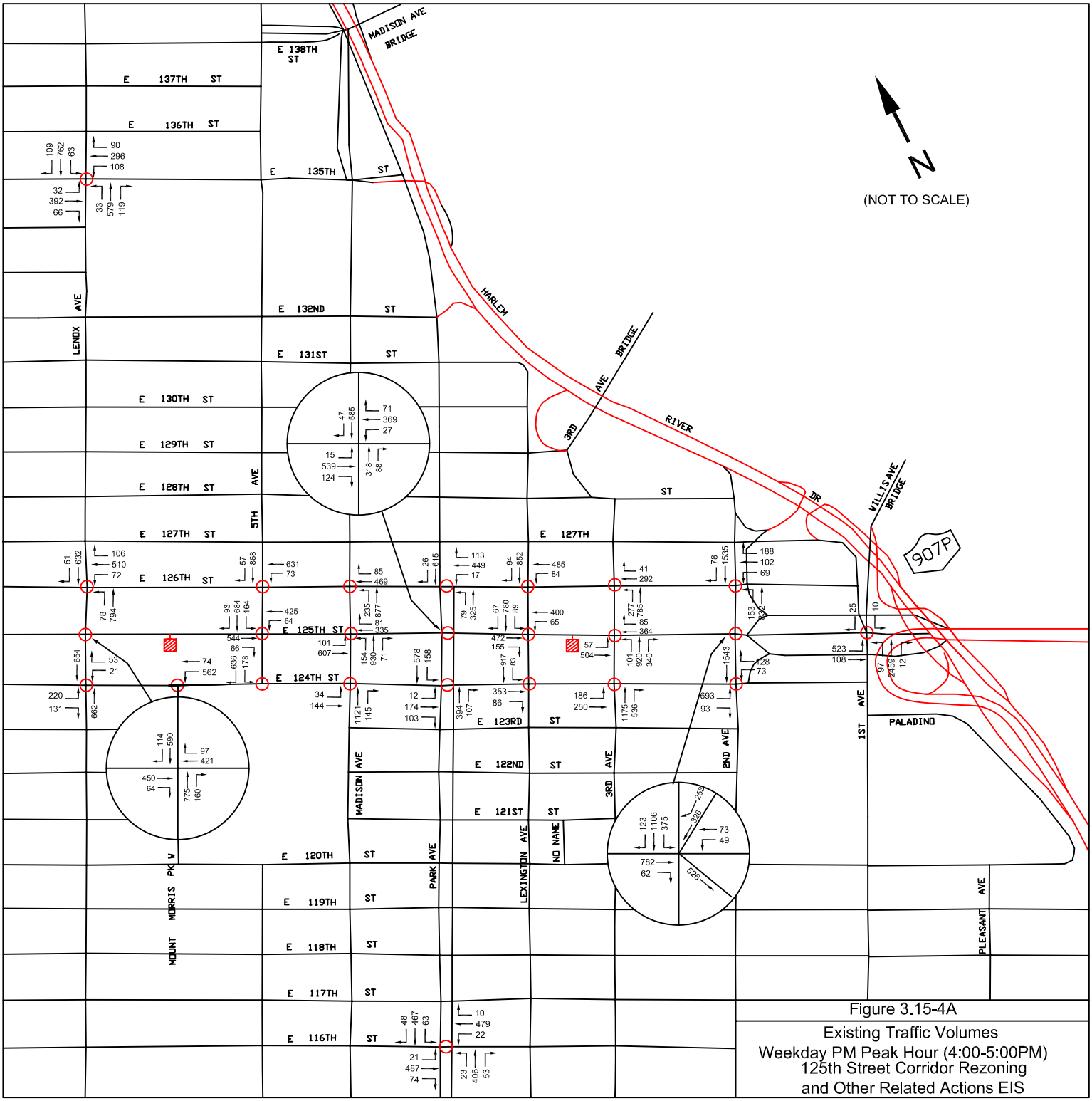


Figure 3.15-4A

Existing Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

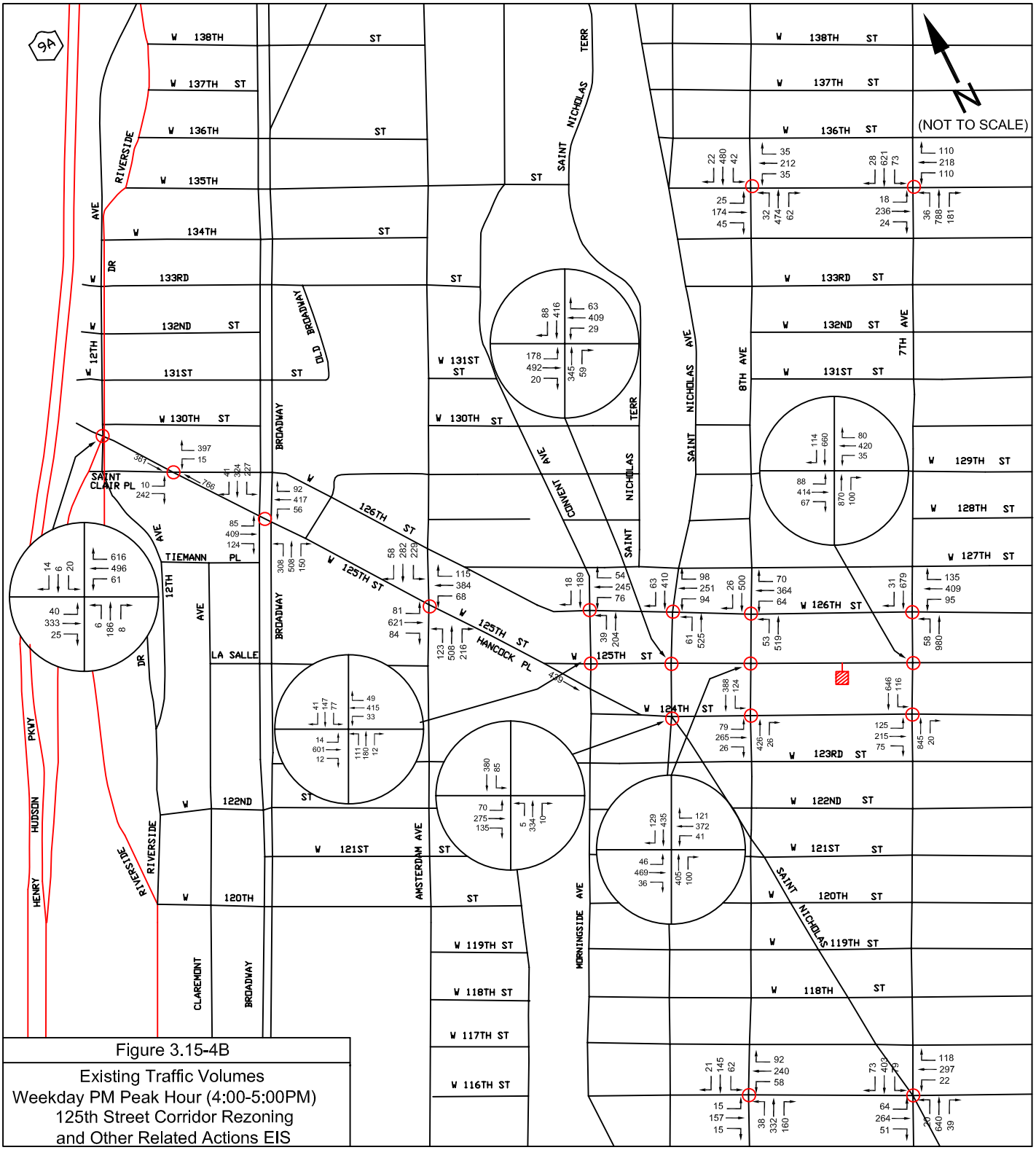


Figure 3.15-4B

Existing Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

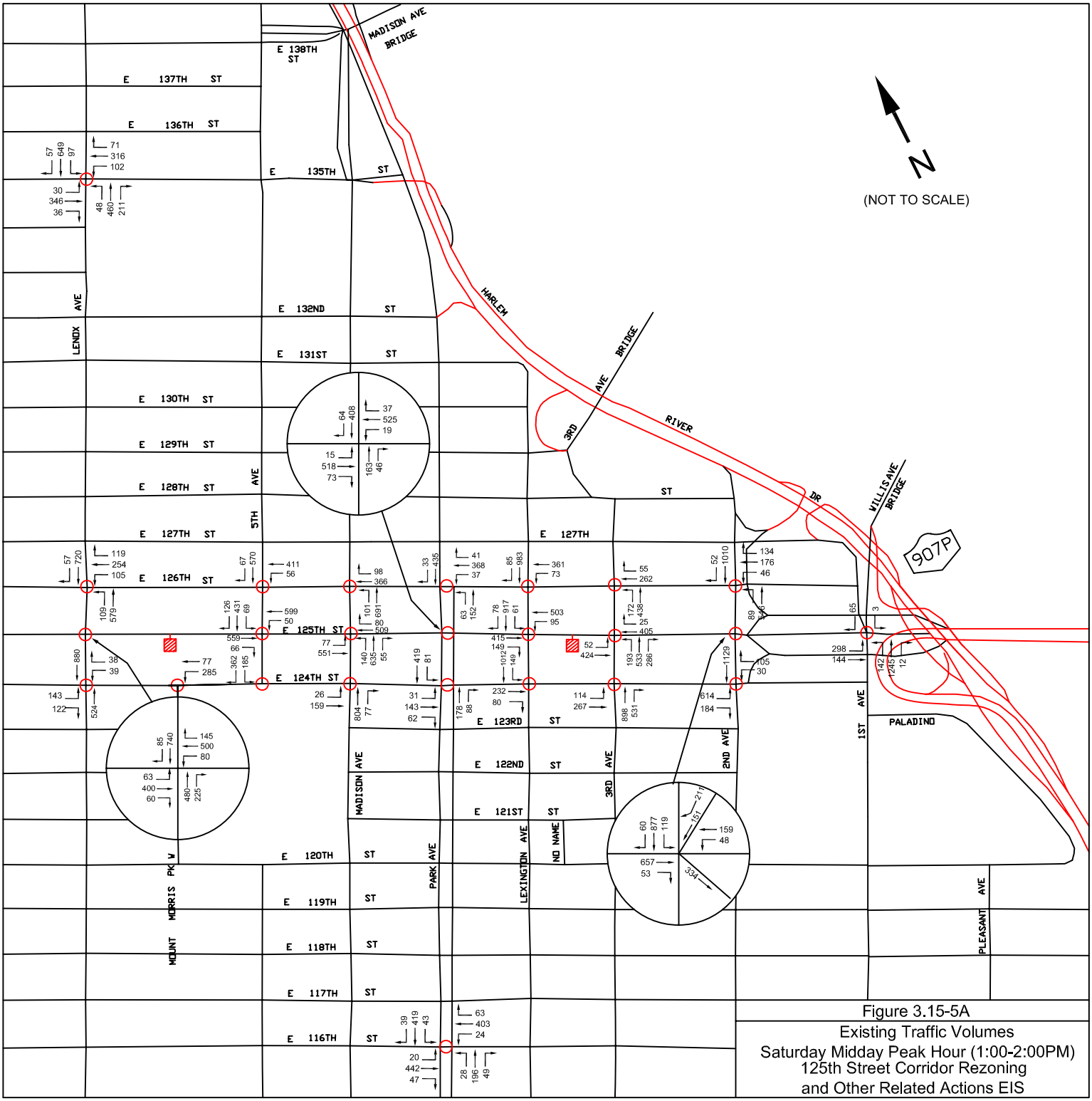


Figure 3.15-5A
Existing Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

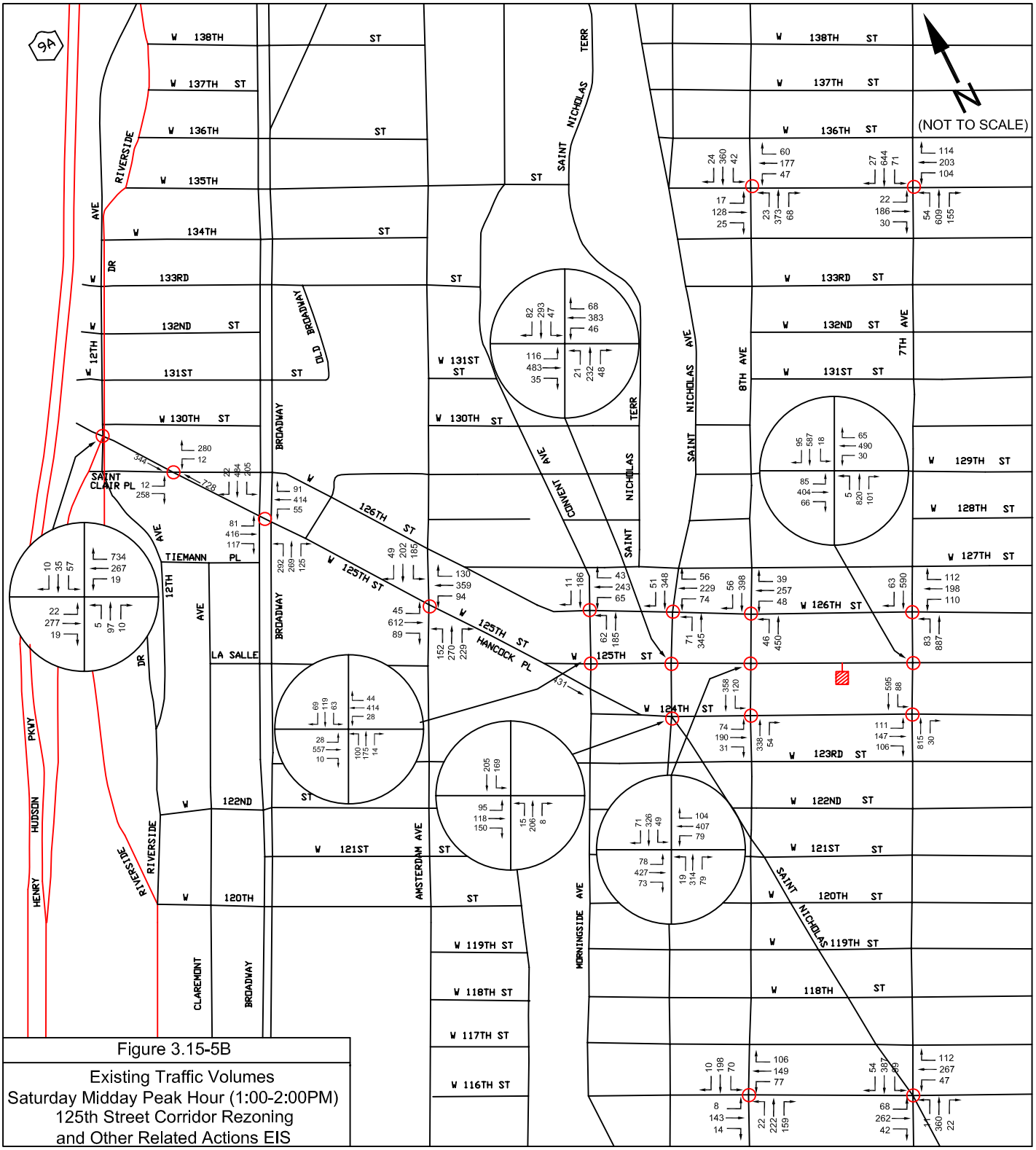


Figure 3.15-5B

Existing Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

Capacity Analysis

The capacity analyses for the study area intersections are based on the methodologies described in the *2000 Highway Capacity Manual (HCM)* and were conducted using *Highway Capacity Software (HCS2000) Release 4.1e*. Data collected in the field for these analyses included vehicle turning movement and classification counts on each approach, lane configurations and lane widths on each approach, signal timing parameters and phasing sequences for signalized intersections, curbside parking regulations, and various other physical and operational characteristics. Measurements of queue spillback were also obtained at intersections that were observed to experience congested traffic conditions during peak periods. The signal phasing sequences and timing plans used in the analyses of each signalized intersection were obtained from the NYCDOT.

For signalized intersections, the *HCM* methodology calculates a volume-to-capacity (v/c) ratio for each approach (or lane group). The v/c ratio represents the ratio of traffic volumes on the approach to the approach's vehicle-carrying capacity. At v/c ratios between 0.95 and 1.00, traffic volumes approach capacity and delays to motorists could become substantial. Volume-to-capacity ratios exceeding 1.00 indicate saturated conditions, typically characterized by long delays and building queues.

The *HCM* methodology also expresses the quality of flow for an approach (or lane group) in terms of level-of-service (LOS), a measure based on the average control delay that motorists experience when traveling through the intersection. Control delay includes delays associated with acceleration, deceleration, and queue move-up time, in addition to stopped delay at the intersection. For signalized intersections, LOS ranges on a letter-grade scale from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 80 seconds per vehicle).

For unsignalized intersections, the *HCM* methodology assumes that major street through and right-turning traffic is unaffected by turning movements from the minor street. Left-turns from the major street are assumed to be affected by the opposing (oncoming) major street traffic flow. Minor street traffic movements are affected by all of the conflicting higher-priority movements described above.

As with signalized intersections, the *HCM* methodology for unsignalized intersections expresses the quality of flow in terms of both v/c ratio and a letter-grade LOS, with LOS based on the average control delay experienced by motorists making left-turns from the major street or turns from the minor street approach. However, the relationships between delay and LOS for unsignalized intersections are different from those for signalized intersections, primarily because motorists expect different levels of performance from these two types of intersections. For unsignalized intersections, LOS ranges from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 50 seconds per vehicle).

Table 3.15-1 shows the relationships between average control delay and LOS for signalized and unsignalized intersections using the *HCM* methodologies. Levels-of-service "A", "B" and "C" generally represent extremely favorable to fair levels of traffic flow. At LOS "D", delays

increase and the influence of congestion becomes noticeable. LOS "E" is considered to be the limit of acceptable delay for most motorists. LOS "F" is considered to be unacceptable to most motorists, with traffic flow at, or exceeding, the capacity of the roadway. For the purposes of this study, a signalized approach or lane group operating at LOS "E" or "F" and/or with a v/c ratio of 0.95 or more was classified as congested. For unsignalized intersections, an approach (or lane group) operating at LOS "E" or "F" is also classified as congested.

Table 3.15-1: Level-of-Service Criteria

Level-of-Service	Average Control Delay (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: 2000 Highway Capacity Manual.

Based on the existing traffic volumes shown in Figures 3.15-2 through 3.15-5, intersection capacity analyses were conducted according to the *HCM* methodologies described above. Table 3.15-2 shows the results of the existing traffic conditions capacity analyses at the 44 study intersections during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. Of the 44 intersections studied, there are 13 intersections with one or more congested approaches during the weekday AM peak hour, two (2) intersections during the weekday midday peak hour, 14 during the weekday PM peak hour, and 11 intersections during the Saturday midday peak hour. Existing traffic conditions along the five major study area corridors are described more fully below.

Table 3.15-2
Existing Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday Midday Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS															
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.87	44.1	D	0.66	29.8	C	0.61	27.8	C	0.51	25.5	C
		WB	LTR	0.99	58.8	E	0.72	31.7	C	1.00	75.3	E	0.76	34.2	C
		NB	L	0.18	13.4	B	0.18	11.6	B	0.31	15.0	B	0.20	12.2	B
			TR	0.53	14.5	B	0.42	13.0	B	0.47	13.6	B	0.49	13.9	B
		SB	L	0.42	17.3	B	0.26	13.0	B	0.37	15.9	B	0.40	16.0	B
			TR	0.73	18.6	B	0.44	13.2	B	0.58	15.2	B	0.49	13.8	B
		Overall		**0.83**	**30.3**	**C**	**0.55**	**20.2**	**C**	**0.74**	**29.5**	**C**	**0.60**	**19.9**	**B**
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.52	27.3	C	0.49	26.7	C	0.76	37.2	D	0.56	28.4	C
		WB	L	0.78	48.9	D	0.42	27.6	C	0.68	42.1	D	0.50	30.1	C
			TR	0.91	52.7	D	0.82	42.8	D	0.84	44.0	D	0.76	37.6	D
		NB	LTR	0.44	13.1	B	0.43	13.0	B	0.56	14.6	B	0.46	13.2	B
		SB	LTR	0.81	20.8	C	0.33	11.9	B	0.45	13.2	B	0.42	12.8	B
		Overall		**0.85**	**25.3**	**C**	**0.58**	**20.3**	**C**	**0.67**	**22.5**	**C**	**0.57**	**19.2**	**B**
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	27.2	C	0.22	25.1	C	0.46	28.6	C	0.31	26.1	C
		WB	LTR	1.01	82.6	F	0.94	69.7	E	0.92	63.4	E	0.96	70.8	E
		NB	LTR	0.28	9.1	A	0.33	9.6	A	0.41	10.4	B	0.33	9.5	A
		SB	LTR	0.43	10.6	B	0.24	8.8	A	0.33	9.5	A	0.31	9.4	A
		Overall		**0.63**	**29.7**	**C**	**0.53**	**24.6**	**C**	**0.58**	**22.5**	**C**	**0.54**	**24.7**	**C**
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.9	C	0.43	31.1	C	0.49	32.0	C	0.49	31.8	C
		NB	L	0.98	78.2	E	0.42	35.7	D	0.36	31.3	C	0.32	33.5	C
			T	0.88	50.9	D	1.02	77.2	E	0.99	63.4	E	0.93	58.7	E
		SB	TR	0.57	21.9	C	0.34	19.2	B	0.53	21.2	C	0.40	19.6	B
		Overall		**0.68**	**35.9**	**D**	**0.53**	**37.4**	**D**	**0.65**	**34.7**	**C**	**0.55**	**31.7**	**C**
5	**East 126th Street and 3rd Avenue**	WB	TR	0.54	25.5	C	0.56	25.9	C	0.25	21.6	C	0.24	21.5	C
		NB	LT	0.27	11.2	B	0.10	9.9	A	0.30	11.4	B	0.16	10.3	B
		Overall		**0.38**	**17.0**	**B**	**0.28**	**20.3**	**C**	**0.28**	**13.9**	**B**	**0.19**	**14.2**	**B**
6	**East 126th Street and Lexington Avenue**	WB	LT	0.96	99.4	F	0.87	43.4	D	0.96	57.6	E	0.84	41.4	D
		SB	TR	0.68	18.5	B	0.51	14.2	B	0.63	16.2	B	0.73	18.5	B
		Overall		**0.79**	**49.9**	**D**	**0.65**	**23.1**	**C**	**0.76**	**31.8**	**C**	**0.77**	**25.3**	**C**
7	**East 126th Street and Park Avenue**	WB	LTR	0.89	47.4	D	0.70	33.1	C	0.82	39.6	D	0.62	30.4	C
		NB	DefL	0.34	11.8	B	----	-----	-----	----	-----	-----	----	-----	-----
			T	0.32	10.4	B	-----	-----	-----	-----	-----	-----	-----	-----	-----
			LT	----	----	----	0.21	9.0	A	0.41	11.0	B	0.20	8.9	A
		SB	TR	0.40	10.6	B	0.26	9.3	A	0.44	11.1	B	0.30	9.7	A
		Overall		**0.56**	**25.2**	**C**	**0.41**	**19.4**	**B**	**0.57**	**20.7**	**C**	**0.41**	**17.8**	**B**
8	**East 126th Street and Madison Avenue**	WB	TR	0.78	32.3	C	0.52	25.5	C	0.58	26.5	C	0.50	25.1	C
		NB	LT	0.58	15.2	B	0.53	14.5	B	0.72	18.1	B	0.51	14.0	B
		Overall		**0.66**	**23.3**	**C**	**0.53**	**18.7**	**B**	**0.67**	**21.0**	**C**	**0.50**	**18.3**	**B**
9	**126th Street and 5th Avenue**	WB	LT	0.99	58.9	E	0.80	37.0	D	1.00	63.4	E	0.78	34.8	C
		SB	TR	0.72	18.5	B	0.48	13.8	B	0.62	15.9	B	0.49	13.9	B
		Overall		**0.83**	**35.2**	**D**	**0.61**	**23.2**	**C**	**0.77**	**36.2**	**D**	**0.60**	**22.3**	**C**

Table 3.15-2
Existing Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday Midday Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
10	West 126th Street and Lenox Avenue	WB	LTR	0.98	52.0	D	0.64	24.0	C	0.92	41.7	D	0.81	31.7	C
		NB	L	0.51	35.7	D	0.46	23.3	C	0.56	31.9	C	0.77	49.7	D
			T	0.40	17.7	B	0.45	18.3	B	0.75	24.7	C	0.44	18.3	B
		SB	TR	0.90	33.7	C	0.43	18.2	B	0.64	21.9	C	0.61	21.2	C
		Overall		**0.94**	**35.5**	**D**	**0.55**	**20.1**	**C**	**0.83**	**28.9**	**C**	**0.79**	**24.7**	**C**
11	West 126th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.68	27.3	C	0.55	26.3	C	0.79	33.3	C	0.53	25.9	C
		NB	LT	0.50	15.5	B	0.43	12.8	B	0.53	14.1	B	0.53	14.1	B
		SB	TR	0.54	15.8	B	0.30	11.5	B	0.29	11.4	B	0.27	11.2	B
		Overall		**0.60**	**18.6**	**B**	**0.48**	**15.5**	**B**	**0.63**	**18.8**	**B**	**0.53**	**15.8**	**B**
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	0.89	42.3	D	0.75	34.3	C	0.98	65.2	E	0.59	37.9	D
		NB	LT	0.29	13.8	B	0.33	12.0	B	0.35	7.9	A	0.35	12.2	B
		SB	TR	0.42	15.1	B	0.26	11.3	B	0.29	7.4	A	0.32	12.4	B
		Overall		**0.63**	**25.5**	**C**	**0.50**	**19.2**	**B**	**0.54**	**25.9**	**C**	**0.44**	**19.0**	**B**
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.89	40.0	D	0.75	29.8	C	0.84	35.6	D	0.66	25.3	C
		NB	LT	0.79	33.0	C	0.69	26.3	C	1.01	64.6	E	0.92	48.1	D
		SB	TR	0.82	32.9	C	0.53	21.1	C	0.73	27.1	C	0.21	26.6	C
		Overall		**0.85**	**35.5**	**D**	**0.72**	**25.9**	**C**	**0.92**	**43.8**	**D**	**0.79**	**33.5**	**C**
14	West 126th Street and Morningside Avenue	WB	LTR	0.96	63.6	E	0.84	50.1	D	1.01	122.7	F	0.99	75.9	E
		NB	LT	0.13	8.0	A	0.11	7.8	A	0.18	8.3	A	0.18	8.3	A
		SB	TR	0.27	9.4	A	0.27	9.4	A	0.30	9.7	A	0.38	11.2	B
		Overall		**0.51**	**37.4**	**D**	**0.46**	**27.3**	**C**	**0.53**	**57.5**	**E**	**0.58**	**37.5**	**D**
15	East 125th Street and 1st Avenue	EB	LT	0.52	22.9	C	0.45	21.7	C	0.60	24.2	C	0.43	21.5	C
		NB	L	0.18	12.9	B	0.18	13.0	B	0.16	15.5	B	0.25	13.6	B
			TR	0.33	13.7	B	0.34	13.8	B	0.74	28.5	C	0.36	14.0	B
		Overall		**0.41**	**16.4**	**B**	**0.39**	**16.1**	**B**	**0.68**	**27.3**	**C**	**0.39**	**15.7**	**B**
16	East 125th Street and 2nd Avenue	EB	TR	0.84	53.2	D	0.77	32.2	C	0.78	58.8	E	0.82	38.8	D
		WB	DefL	----	-----	-----	0.50	40.5	D	0.59	51.4	D	----	-----	-----
			T	-----	-----	-----	0.31	25.7	C	0.16	23.1	C	-----	-----	-----
			LT	0.47	32.3	C	----	----	----	----	----	----	0.61	37.4	D
		SB	LTR	0.76	28.1	C	0.57	29.3	C	0.85	41.1	D	0.42	22.5	C
		RAMP (SB)	TR	1.03	212.8	F	0.59	36.6	D	0.92	76.3	E	0.67	38.8	D
		Overall		*	*	*	*	*	*	*	*	*	*	*	*
17	East 125th Street and 3rd Avenue	EB	LT	0.71	28.6	C	0.61	25.4	C	0.71	72.6	E	0.60	25.0	C
		WB	TR	0.56	23.8	C	0.45	21.9	C	0.57	24.2	C	0.53	23.2	C
		NB	LTR	0.34	13.9	B	0.36	14.0	B	0.50	15.5	B	0.38	14.2	B
		Overall		**0.50**	**20.1**	**C**	**0.47**	**18.6**	**B**	**0.59**	**30.4**	**C**	**0.48**	**18.9**	**B**
18	East 125th Street and Lexington Avenue	EB	TR	0.71	27.8	C	0.62	25.3	C	0.68	47.6	D	0.65	25.6	C
		WB	LT	0.93	111.7	F	0.81	35.2	D	0.69	28.2	C	0.89	41.1	D
		SB	LTR	0.59	17.8	B	0.36	14.3	B	0.51	16.0	B	0.53	16.3	B
		Overall		**0.74**	**44.5**	**D**	**0.56**	**23.9**	**C**	**0.59**	**28.6**	**C**	**0.69**	**25.4**	**C**

Table 3.15-2
Existing Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday Midday Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
19	East 125th Street and Park Avenue	EB	LTR	0.53	14.7	B	0.45	13.6	B	0.60	25.0	C	0.46	13.6	B
		WB	LTR	0.65	17.8	B	0.50	14.5	B	0.44	13.5	B	0.47	13.7	B
		NB	TR	0.41	23.8	C	0.32	22.6	C	0.44	24.5	C	0.23	21.5	C
		SB	TR	0.52	27.1	C	0.48	24.9	C	0.63	27.5	C	0.51	25.1	C
		Overall		**0.60**	**20.1**	**C**	**0.49**	**18.1**	**B**	**0.61**	**23.2**	**C**	**0.48**	**17.6**	**B**
20	East 125th Street and Madison Avenue	EB	LT	0.71	24.5	C	0.70	24.8	C	0.93	42.0	D	0.77	27.7	C
		WB	TR	0.47	18.9	B	0.48	19.2	B	0.41	18.1	B	0.57	20.6	C
		NB	LTR	0.53	19.3	B	0.50	18.9	B	0.67	21.7	C	0.49	18.7	B
		Overall		**0.62**	**20.8**	**C**	**0.60**	**20.7**	**C**	**0.80**	**27.4**	**C**	**0.63**	**21.9**	**C**
21	125th Street and 5th Avenue	EB	TR	0.64	27.9	C	0.54	26.7	C	0.66	42.4	D	0.75	270.4	F
		WB	LT	0.59	20.1	C	0.54	19.2	B	0.48	18.4	B	0.67	72.2	E
		SB	LTR	1.00	50.5	D	0.70	24.8	C	0.80	28.3	C	0.58	21.9	C
		Overall		**0.82**	**37.4**	**D**	**0.66**	**23.7**	**C**	**0.66**	**30.1**	**C**	**0.65**	**121.8**	**F**
22	West 125th Street and Lenox Avenue	EB	TR	0.39	17.8	B	0.50	19.6	B	0.51	19.6	B	0.69	233.6	F
		WB	TR	0.54	24.2	C	0.59	22.0	C	0.57	21.0	C	0.97	442.5	F
		NB	TR	0.62	21.7	C	0.61	21.3	C	0.91	36.1	D	0.74	25.4	C
		SB	TR	0.94	39.5	D	0.53	20.0	B	0.72	24.8	C	0.80	27.6	C
		Overall		**0.74**	**28.5**	**C**	**0.60**	**20.8**	**C**	**0.74**	**27.0**	**C**	**0.88**	**175.8**	**F**
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.52	20.0	B	0.72	29.7	C	0.75	33.1	C	0.68	216.2	F
		WB	LTR	0.54	20.4	C	0.61	23.7	C	0.60	24.3	C	0.59	124.6	F
		NB	TR	0.37	17.2	B	0.53	19.2	B	0.55	19.3	B	0.51	18.9	B
		SB	TR	0.61	20.4	C	0.41	17.7	B	0.40	17.5	B	0.40	17.5	B
		Overall		**0.57**	**19.5**	**B**	**0.62**	**21.9**	**C**	**0.65**	**22.6**	**C**	**0.60**	**80.7**	**F**
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.62	27.6	C	0.55	15.3	B	0.53	20.1	C	0.96	234.2	F
		WB	LTR	0.60	21.6	C	0.53	14.9	B	0.60	21.6	C	0.98	513.9	F
		NB	TR	0.24	16.0	B	0.53	26.2	C	0.50	19.3	B	0.33	12.1	B
		SB	TR	0.47	18.8	B	0.56	28.0	C	0.51	19.5	B	0.39	14.2	B
		Overall		**0.54**	**21.7**	**C**	**0.56**	**20.1**	**C**	**0.56**	**20.1**	**C**	**0.62**	**215.2**	**F**
25	West 125th Street and St. Nicholas Avenue	EB	LTR	0.74	23.1	C	0.67	18.4	B	0.80	41.7	D	0.62	61.3	E
		WB	LTR	0.55	15.4	B	0.42	13.3	B	0.49	14.2	B	0.45	30.4	C
		NB	TR	0.55	28.1	C	0.68	33.3	C	0.84	41.8	D	0.69	33.9	C
		SB	TR	0.95	54.9	D	0.82	40.6	D	0.86	71.5	E	1.00	69.5	E
		Overall		**0.82**	**30.2**	**C**	**0.73**	**24.4**	**C**	**0.83**	**41.5**	**D**	**0.77**	**50.3**	**D**
26	West 125th Street and Morningside Avenue	EB	LTR	0.54	14.8	B	0.49	14.0	B	0.49	14.0	B	0.50	86.5	F
		WB	LTR	0.49	14.2	B	0.39	12.7	B	0.50	14.2	B	0.40	30.1	C
		NB	DefL	0.72	43.5	D	0.50	30.7	C	----	-----	-----	0.54	31.2	C
			TR	0.25	22.2	C	0.23	21.9	C	-----	-----	-----	0.41	24.9	C
			LTR	-----	-----	-----	-----	-----	-----	0.54	26.8	C	-----	-----	-----
		SB	LTR	0.47	25.4	C	0.39	23.9	C	0.42	24.4	C	0.41	24.2	C
		Overall		**0.61**	**19.5**	**B**	**0.49**	**17.1**	**B**	**0.51**	**18.1**	**B**	**0.52**	**48.6**	**D**

Table 3.15-2
Existing Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday Midday Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
27	West 125th Street and Amsterdam Avenue	EB	L	0.40	29.7	C	0.52	34.3	C	0.54	36.3	D	0.31	67.4	E
			TR	0.80	34.9	C	0.74	32.2	C	0.81	35.0	C	0.80	74.7	E
		WB	L	0.69	60.3	E	0.55	46.2	D	0.76	68.0	E	0.90	371.0	F
			TR	0.59	28.4	C	0.59	28.1	C	0.64	29.1	C	0.59	89.1	F
		NB	L	0.28	21.7	C	0.18	16.4	B	0.32	27.1	C	0.34	15.5	B
			TR	0.56	23.7	C	0.60	24.9	C	0.70	70.0	E	0.54	23.4	C
		SB	L	0.68	31.6	C	0.62	27.4	C	0.57	31.3	C	0.51	22.3	C
			TR	0.84	38.9	D	0.64	27.7	C	0.56	25.1	C	0.41	22.0	C
		Overall		*	**31.8**	**C**	*	**28.7**	**C**	*	**42.2**	**D**	**0.79**	**64.5**	**E**
28	West 125th Street and Broadway	EB	L	0.28	24.8	C	0.38	27.2	C	0.50	32.6	C	0.46	30.9	C
			TR	0.49	25.1	C	0.67	29.5	C	0.64	28.2	C	0.63	28.2	C
		WB	L	0.36	26.6	C	0.28	25.3	C	0.35	27.3	C	0.34	27.3	C
			TR	0.55	26.2	C	0.48	25.0	C	0.60	27.4	C	0.57	26.7	C
		NB	L	0.70	44.6	D	0.72	41.9	D	0.82	107.4	F	0.95	73.1	E
			LTR	0.42	32.8	C	0.60	32.8	C	0.67	80.4	F	0.41	29.8	C
		SB	L	0.46	32.6	C	0.54	34.7	C	0.53	33.9	C	0.56	35.3	D
			LTR	0.68	36.0	D	0.49	31.6	C	0.55	32.7	C	0.72	37.3	D
		Overall		**0.64**	**31.4**	**C**	**0.65**	**31.4**	**C**	**0.66**	**50.4**	**D**	**0.75**	**25.6**	**C**
29	West 125th Street and 12th Avenue	EB	LTR	0.18	12.6	B	0.50	14.4	B	0.38	14.9	B	0.27	13.5	B
		WB	L	0.16	13.1	B	0.26	14.9	B	0.24	14.4	B	0.07	12.0	B
			TR	0.62	18.2	B	0.62	18.2	B	0.89	28.6	C	0.75	21.6	C
		NB	LTR	0.16	18.2	B	0.14	18.0	B	0.21	18.7	B	0.12	17.8	B
		SB	LTR	0.22	19.6	B	0.20	19.3	B	0.12	18.1	B	0.29	20.4	C
		Overall		**0.44**	**17.2**	**B**	**0.43**	**17.0**	**B**	**0.59**	**23.9**	**C**	**0.55**	**19.5**	**B**
30	East 124th Street and 2nd Avenue	EB	L	0.58	26.4	C	0.41	23.7	C	0.67	28.4	C	0.57	26.3	C
			RT	0.48	28.3	C	0.31	23.6	C	0.24	33.9	C	0.48	27.0	C
		WB	L	0.37	24.0	C	0.11	20.4	C	0.14	20.7	C	0.07	20.0	B
			RT	0.30	11.7	B	0.09	9.9	A	0.10	10.1	B	0.01	9.4	A
		SB	T	0.66	15.6	B	0.39	12.2	B	0.47	13.0	B	0.34	11.8	B
		Overall		**0.63**	**18.1**	**B**	**0.39**	**15.6**	**B**	**0.54**	**18.1**	**B**	**0.43**	**17.9**	**B**
31	East 124th Street and 3rd Avenue	EB	LT	0.30	22.2	C	0.31	22.3	C	0.37	24.1	C	0.37	23.0	C
		NB	TR	0.43	12.6	B	0.39	12.2	B	0.49	13.3	B	0.41	12.4	B
		Overall		**0.38**	**14.5**	**B**	**0.36**	**14.4**	**B**	**0.44**	**15.6**	**B**	**0.40**	**15.0**	**B**
32	East 124th Street and Lexington Avenue	EB	TR	0.91	52.7	D	0.85	44.7	D	0.92	52.8	D	0.68	32.6	C
		SB	LT	0.88	25.7	C	0.54	14.7	B	0.71	18.0	B	0.84	23.1	C
		Overall		**0.89**	**32.3**	**C**	**0.66**	**25.0**	**C**	**0.79**	**28.7**	**C**	**0.78**	**25.2**	**C**
33	East 124th Street and Park Avenue	EB	LTR	0.42	21.6	C	0.34	20.1	C	0.32	20.0	B	0.22	18.8	B
		NB	TR	0.34	14.3	B	0.26	13.4	B	0.37	14.5	B	0.21	12.9	B
		SB	TR	0.73	22.7	C	0.42	15.3	B	0.80	25.0	C	0.49	16.3	B
		Overall		**0.59**	**20.1**	**C**	**0.39**	**16.3**	**B**	**0.59**	**20.7**	**C**	**0.37**	**16.0**	**B**
34	East 124th Street and Madison Avenue	EB	LT	0.28	22.0	C	0.22	21.4	C	0.18	21.0	C	0.18	20.9	C
		NB	TR	0.60	15.5	B	0.68	17.4	B	0.82	22.0	C	0.54	14.5	B
		Overall		**0.48**	**17.2**	**B**	**0.50**	**18.2**	**B**	**0.58**	**21.8**	**C**	**0.40**	**15.7**	**B**

Table 3.15-2
Existing Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday Midday Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
35	West 124th Street and Lenox Avenue	EB	L	0.56	38.1	D	0.61	36.6	D	0.72	42.0	D	0.45	30.7	C
			LR	0.51	23.5	C	0.61	23.5	C	0.74	23.5	C	----	----	----
			R	0.46	34.0	C	0.61	41.6	D	0.76	56.0	E	0.51	34.1	C
		WB	LR	0.21	26.6	C	0.22	26.7	C	0.32	28.0	C	0.34	28.5	C
		NB	T	0.30	8.7	A	0.29	8.7	A	0.39	9.5	A	0.31	8.8	A
		SB	T	0.60	12.3	B	0.32	8.9	A	0.38	9.5	A	0.51	10.8	B
		Overall		**0.59**	**14.5**	**B**	**0.41**	**15.9**	**B**	**0.51**	**18.1**	**B**	**0.51**	**14.7**	**B**
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.34	20.6	C	0.46	25.3	C	0.63	27.0	C	0.60	28.5	C
		NB	TR	0.33	13.9	B	0.35	12.0	B	0.42	14.4	B	0.36	12.1	B
		SB	DefL	----	-----	-----	----	-----	-----	0.56	24.8	C	----	-----	-----
			T	-----	-----	-----	-----	-----	-----	0.42	14.5	B	-----	-----	-----
			LT	0.61	17.6	B	0.37	12.2	B	-----	-----	-----	0.37	12.2	B
		Overall		**0.49**	**16.8**	**B**	**0.40**	**14.4**	**B**	**0.59**	**17.6**	**B**	**0.46**	**15.4**	**B**
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.68	30.6	C	0.41	22.3	C	0.76	32.5	C	0.56	25.3	C
		NB	TR	0.16	12.4	B	0.25	13.3	B	0.36	14.4	B	0.30	13.7	B
		SB	LT	0.35	14.2	B	0.32	14.1	B	0.46	15.8	B	0.39	14.9	B
		Overall		**0.49**	**18.7**	**B**	**0.36**	**15.7**	**B**	**0.59**	**20.0**	**B**	**0.47**	**17.2**	**B**
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.61	23.3	C	0.53	21.5	C	0.63	22.9	C	0.63	24.0	C
		NB	LTR	0.30	17.1	B	0.32	17.4	B	0.44	18.9	B	0.36	18.0	B
		SB	LT	0.75	27.4	C	0.52	20.7	C	0.69	25.3	C	0.70	27.1	C
		Overall		**0.68**	**24.2**	**C**	**0.52**	**20.2**	**C**	**0.66**	**22.7**	**C**	**0.67**	**23.8**	**C**
39	East 116th Street and Park Avenue	EB	LTR	0.50	22.7	C	0.49	22.5	C	0.58	23.9	C	0.58	24.0	C
		WB	LTR	0.62	25.3	C	0.47	22.2	C	0.52	22.9	C	0.56	23.8	C
		NB	LTR	0.30	14.3	B	0.42	16.0	B	0.67	21.5	C	0.45	16.5	B
		SB	LTR	0.97	47.2	D	0.60	19.7	B	0.84	30.5	C	0.73	23.7	C
		Overall		**0.82**	**31.5**	**C**	**0.55**	**20.6**	**C**	**0.73**	**24.9**	**C**	**0.66**	**22.7**	**C**
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.77	34.4	C	0.61	28.9	C	0.63	28.9	C	0.58	27.6	C
		WB	LTR	0.91	46.8	D	0.63	28.9	C	0.59	27.5	C	0.58	27.2	C
		NB	LTR	0.37	12.3	B	0.22	10.9	B	0.36	12.1	B	0.23	10.9	B
		SB	LTR	0.59	15.1	B	0.28	11.4	B	0.34	11.9	B	0.31	11.6	B
		Overall		**0.72**	**24.5**	**C**	**0.42**	**19.7**	**B**	**0.46**	**18.5**	**B**	**0.41**	**18.5**	**B**
41	West 116th Street and Frederick Douglass Boulevard	EB	LTR	0.35	23.1	C	0.22	21.5	C	0.28	22.2	C	0.20	21.3	C
		WB	LTR	0.89	45.3	D	0.56	27.3	C	0.60	28.1	C	0.61	28.8	C
		NB	LTR	0.67	20.0	B	0.64	19.4	B	0.71	20.5	C	0.56	16.3	B
		SB	LTR	0.65	19.0	B	0.63	19.3	B	0.42	14.2	B	0.40	13.6	B
		Overall		**0.76**	**28.2**	**C**	**0.61**	**21.7**	**C**	**0.67**	**21.8**	**C**	**0.58**	**20.2**	**C**

Table 3.15-2
Existing Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday Midday Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
UNSIGNALIZED INTERSECTIONS															
42	**West 125th Street and St. Clair Place**	EB	LR	0.32	11.4	B	0.31	12.0	B	0.80	34.2	D	0.67	24.9	C
		WB	LR	0.41	15.2	C	0.39	13.9	B	0.48	17.0	C	0.52	16.7	C
43	**124th Street and 5th Avenue**	SB	L	0.39	12.2	B	0.32	11.5	B	0.24	10.8	B	0.25	10.9	B
			R	0.89	33.1	D	0.56	14.5	B	0.84	26.9	D	0.46	12.6	B
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.44	8.9	A	0.27	8.0	A	0.35	8.4	A	0.20	7.8	A

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound

L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane, **LT**=shared left-turn/through lane

LR=shared left-turn/right-turn, **DefL**=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS.

135th Street Corridor

The study intersections along the 135th Street corridor include the three signalized intersections at the cross-streets of Lenox Avenue, Adam Clayton Powell Jr. Boulevard (Seventh Avenue), and Frederick Douglass Boulevard (Eighth Avenue). 135th Street is a two-way corridor through the study area. Between Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard, 135th Street has one continuous through lane in each direction with curbside parallel parking allowed on the south side of the roadway, and curbside 90-degree parking allowed on the north side of the roadway. Between Adam Clayton Powell Jr. Boulevard and Lenox Avenue, 135th Street has two lanes in each direction with curbside parallel parking allowed on both sides of the roadway. A summary of traffic operations at each of the study intersections along the 135th Street corridor is provided below:

- West 135th Street/Lenox Avenue – The northbound and southbound approaches currently operate at LOS "B" during each of the four peak hours analyzed. The westbound approach currently operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "E" during the weekday AM and PM peak hours. The eastbound approach currently operates at LOS "D" during the weekday AM peak hour and at LOS "C" during all three other peak hours analyzed. This intersection operates at LOS "C" or better overall during each of the four peak hours analyzed.

- West 135th Street/Adam Clayton Powell Jr. Boulevard – The eastbound approach currently operates at LOS "D" during the weekday PM peak hour and at LOS "C" during all three other peak hours analyzed. The westbound through/right-turn approach currently operates at LOS "D" during all four peak hours analyzed, and the westbound left-turn approach operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours. The northbound and southbound approaches currently operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.

- West 135th Street/Frederick Douglass Boulevard – The eastbound, northbound and southbound approaches currently operate at LOS "C" or better during all four peak hours analyzed. The westbound approach currently operates at LOS "F" during the weekday AM peak hour, and at LOS "E" during the other three peak hours analyzed. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

126th Street Corridor

The study intersections along the 126th Street corridor include all 11 signalized intersections between Second Avenue and Morningside Avenue. 126th Street is a one-way westbound corridor that operates with one continuous through lane, due to the curbside parallel parking that is allowed on both sides of the roadway. A summary of traffic operations at each of the study intersections along the 126th Street corridor is provided below:

- East 126th Street/Second Avenue – The westbound approach on 126th Street and the southbound approach on Second Avenue operate at LOS "C" or better during all four peak hours analyzed. However, the northbound approach at this intersection (i.e. from the Triborough Bridge off-ramp) operates in the LOS "C/D/E" range during all four peak hours analyzed. This intersection currently operates at LOS "D" overall during the weekday AM and midday peak hours and at LOS "C" overall during the weekday PM and Saturday midday peak hours.

- East 126th Street/Third Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four of the peak hours analyzed. The intersection as a whole also operates at LOS "C" or better overall during all four peak hours analyzed.

- East 126th Street/Lexington Avenue – The southbound approach on Lexington Avenue operates at LOS "B" during all four peak hours analyzed. However, the westbound approach on 126th Street operates at LOS "D" during the weekday and Saturday midday peak hours, and at LOS "F" and LOS "E" during the weekday AM and PM peak hours, respectively. This intersection currently operates at LOS "C" overall during the weekday midday, weekday PM, and Saturday midday peak hours, and at LOS "D" overall during the weekday AM peak hour.

- East 126th Street/Park Avenue – The northbound and southbound approaches on Park Avenue operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours. This intersection currently operates at LOS "B" overall during the weekday and Saturday midday peak hours and at LOS "C" overall during the weekday AM and PM peak hours.

- East 126th Street/Madison Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection as a whole also operates at LOS "C" or better overall during all four peak hours analyzed.

- 126th Street/Fifth Avenue – The southbound approach on Fifth Avenue operates at LOS "B" during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the Saturday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "E" during the weekday AM and PM peak hours. This intersection currently operates at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.

- West 126th Street/Lenox Avenue – The southbound approach and northbound through approach on Lenox Avenue operate at LOS "C" or better during all four peak hours analyzed. The northbound left-turn approach operates at LOS "C" during the weekday midday and PM peak hours and at LOS "D" during the weekday AM and Saturday midday peak hours. The westbound approach on 126th Street operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "D" during the weekday AM

and PM peak hours. This intersection currently operates at LOS "D" overall during all the weekday AM peak hour, and at LOS "C" overall during the other three weekday peak hours analyzed.

- West 126th Street/Adam Clayton Powell Jr. Boulevard – All approaches to this intersection operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "B" overall during each of the four weekday peak hours analyzed.

- West 126th Street/Frederick Douglass Boulevard – The northbound and southbound approaches on Frederick Douglass Boulevard operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the weekday midday peak hour, at LOS "D" during the weekday AM and Saturday midday peak hours, and at LOS "E" during the weekday PM peak hour. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.

- West 126th Street/St. Nicholas Avenue – The southbound approach to this intersection operates at LOS "C" during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the weekday and Saturday midday peak hours and at LOS "D" during the weekday AM and PM peak hours. The northbound approach on St. Nicholas Avenue operates at LOS "C" during the weekday AM and midday peak hours, at LOS "D" during the Saturday midday peak hour, and at LOS "E" during the weekday PM peak hour. This intersection currently operates at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.

- West 126th Street/Morningside Avenue – The northbound and southbound approaches on Morningside Avenue operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "D" during the weekday midday peak hour, at LOS "E" during the weekday AM and Saturday midday peak hours, and at LOS "F" during the weekday PM peak hour. This intersection currently operates at LOS "C" overall during the weekday midday peak hour, at LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" overall during the weekday PM peak hour.

125th Street Corridor

The 16 study intersections along the 125th Street corridor include all 15 signalized intersections and one (1) unsignalized intersection (i.e. West 125th Street/St. Clair Place) between First Avenue and 12th Avenue. As described previously in this chapter, 125th Street is a two-way roadway that serves as the primary east-west corridor within the project study area. Because 125th Street provides connections to northbound and southbound Henry Hudson Parkway (Route 9A) to the west, as well as the Triborough Bridge, the Willis Avenue Bridge, and FDR Drive to the east, it operates as a major cross-town "through" street. 125th Street also forms part of the commercial and cultural heart of Harlem, and is abutted by landmark buildings such as the

Apollo Theater and the Adam Clayton Powell Jr. State office building. As such, it experiences high levels of pedestrian activity (particularly on weekends), and accommodates significant numbers of delivery trucks and NYC Transit buses. A summary of traffic operations at each of the study intersections along the 125th Street corridor is provided below:

- East 125th Street/First Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection also currently operates at LOS "C" or better overall during all four peak hours analyzed.

- East 125th Street/Second Avenue – The southbound approach on Second Avenue operates at LOS "D" during the weekday PM peak hour and at LOS "C" during all three other peak hours analyzed. The westbound approach on 125th Street operates in the LOS "C/D/E" ranges during all four peak hours analyzed. The eastbound approach operates at LOS "D" during the weekday AM and Saturday midday peak hours, at LOS "C" during the weekday midday peak hour, and at LOS "E" during the weekday PM peak hour. The southbound approach from the Triborough Bridge off-ramp operates at LOS "D" during the weekday and Saturday midday peak hours, at LOS "E" during the weekday PM peak hour, and at LOS "F" during the weekday AM peak hour.

- East 125th Street/Third Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours, with the exception of the eastbound approach which operates at LOS "E" during the weekday PM peak hour. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.

- East 125th Street/Lexington Avenue – The southbound approach on Lexington Avenue operates at LOS "B" during all four peak hours analyzed. The westbound approach on 125th Street operates at LOS "C" during the weekday PM peak hour, at LOS "D" during the weekday and Saturday midday peak hours, and at LOS "F" during the weekday AM peak hour. The eastbound approach on 125th Street operates at LOS "C" during the weekday AM, weekday midday, and Saturday midday peak hours, and at LOS "D" during the weekday PM peak hour. This intersection currently operates at LOS "D" overall during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed.

- East 125th Street/Park Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection also currently operates at LOS "C" or better overall during all four peak hours analyzed.

- East 125th Street/Madison Avenue – All approaches to this intersection operate at LOS "C" or better during all four of the peak hours analyzed, with the exception of the eastbound approach on 125th Street which operates at LOS "D" during the weekday PM peak hour. The intersection currently operates at LOS "C" overall during all four peak hours analyzed.

- 125th Street/Fifth Avenue – The southbound approach on Fifth Avenue operates at LOS "D" during the weekday AM peak hour, and at LOS "C" the other three peak hours analyzed. The westbound approach on 125th Street operates at LOS "C" or better during all three weekday peak hours, and at LOS "E" during the Saturday midday peak hour. The eastbound approach on 125th Street operates at LOS "C" during the weekday AM and midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "F" during the Saturday midday peak hour. This intersection currently operates at LOS "C" overall during the weekday midday and weekday PM peak hours, at LOS "D" overall during the weekday AM peak hour, and at LOS "F" overall during the Saturday midday peak hour.

- West 125th Street/Lenox Avenue – All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours, with the exceptions of the southbound approach on Lenox Avenue which operates at LOS "D" during the weekday AM peak hour, and the northbound approach which operates at LOS "D" during the weekday PM peak hour. During the Saturday midday peak hour, the northbound and southbound approaches on Lenox Avenue currently operate at LOS "C", and the eastbound and westbound approaches on 125th Street operate at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "C" overall. During the Saturday midday peak hour, the intersection currently operates at LOS "F" overall.

- West 125th Street/Adam Clayton Powell Jr. Boulevard – All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours. During the Saturday midday peak hour, the northbound and southbound approaches on Adam Clayton Powell Jr. Boulevard currently operate at LOS "B" and the eastbound and westbound approaches on 125th Street currently operate at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "C" or better overall. During the Saturday midday peak hour, the intersection currently operates at LOS "F" overall.

- West 125th Street/Frederick Douglass Boulevard – All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours. During the Saturday midday peak hour, the northbound and southbound approaches on Frederick Douglass Boulevard currently operate at LOS "B", and the eastbound and westbound approaches on 125th Street currently operate at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "C" overall. During the Saturday midday peak hour, the intersection currently operates at LOS "F" overall.

- West 125th Street/St. Nicholas Avenue – During the weekday AM and weekday midday peak hours, all approaches to this intersection currently operate at LOS "C" or better, with the exception of the southbound approach on St. Nicholas Avenue which currently operates at LOS "D" during both peak hours. During the weekday PM peak hour, the northbound and southbound approaches on St. Nicholas Avenue currently operate at LOS "D" and LOS "E" respectively, and the eastbound and westbound approaches currently operate at LOS "D" and "B", respectively. During the Saturday midday peak hour, the

northbound and westbound approaches currently operate at LOS "C", and the eastbound and southbound approaches currently operate at LOS "E". This intersection currently operates at LOS "C" overall during the weekday AM and weekday midday peak hours, and at LOS "D" overall during the weekday PM and Saturday midday peak hours.

- West 125th Street/Morningside Avenue – All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours, with the exception of the northbound left-turn approach from Morningside Avenue which currently operates at LOS "D" during the weekday AM peak hour. During the Saturday midday peak hour, all approaches to the intersection currently operate at LOS "C" overall, except the eastbound approach on 125th Street which currently operates at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "B" overall. During the Saturday midday peak hour, this intersection currently operates at LOS "D" overall.

- West 125th Street/Amsterdam Avenue – All approaches to this intersection currently operate at LOS "C" or better during the weekday AM and weekday midday peak hours, except for westbound left-turns from 125th Street onto Amsterdam Avenue which operate at LOS "E" during the weekday AM peak hour and LOS "D" during the weekday midday peak hour, and the southbound through/right-turn approach which operates at LOS "D" during the weekday AM peak hour. During the weekday PM peak hour, westbound left-turns and the northbound through/right-turn approach currently operates at LOS "E", and eastbound left-turns currently operate at LOS "D". All other approaches operate at LOS "C" during the weekday PM peak hour. During the Saturday midday peak hour, the eastbound and westbound approaches currently operate at LOS "E" and LOS "F", respectively, and the northbound and southbound approaches currently operate at LOS "C" or better. During the weekday AM and weekday midday peak hours, this intersection currently operates at LOS "C" overall. During the weekday PM and Saturday midday peak hours, the intersection currently operates at LOS "D" and LOS "E" overall, respectively.

- West 125th Street/Broadway Avenue – During the weekday AM and weekday midday peak hours, all approaches operate at LOS "C", except for northbound left-turns which operate at LOS "D" during both peak hours, and the shared left/through/right southbound lane which operates at LOS "D" during the weekday AM peak hour. During the weekday PM peak hour, all approaches currently operate at LOS "C" except for the northbound approach, which operates at LOS "F". During the Saturday midday peak hour, all approaches currently operate at LOS "C" except for the northbound left-turn approach which operates at LOS "E", and the southbound approach which operates at LOS "D". During the weekday AM, weekday midday, and Saturday midday peak hours, this intersection currently operates at LOS "C" overall. During the weekday PM peak hour, the intersection currently operates at LOS "D" overall.

- West 125th Street/St. Clair Place – The stop-controlled approaches to this unsignalized intersection currently operate at LOS "C" or better during all four peak hours analyzed, except for the eastbound approach which operates at LOS "D" during the weekday PM peak hour.

- West 125th Street/12th Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection also operates at LOS "C" or better overall during all four peak hours analyzed.

124th Street Corridor

The 11 study intersections along the 124th Street corridor between Second Avenue and St. Nicholas Avenue-Manhattan Avenue include nine (9) signalized intersections and two (2) unsignalized intersections (i.e. 124th Street/Fifth Avenue and 124th Street/Mt. Morris Park West). 124th Street is generally a one-way eastbound corridor through the study area, with the exception of the segment between Fifth Avenue and Lenox Avenue which is one-way westbound. 124th Street operates with one continuous through lane, due to the curbside parallel parking that is allowed on both sides of the roadway. A summary of traffic operations at each of the study intersections along the 124th Street corridor is provided below:

- East 124th Street/Second Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "B" overall during all four peak hours analyzed.

- East 124th Street/Third Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "B" overall during all four peak hours analyzed.

- East 124th Street/Lexington Avenue – The southbound approach on Lexington Avenue currently operates at LOS "C" or better during all four peak hours analyzed. The eastbound approach on 124th Street currently operates at LOS "C" during the Saturday midday peak hour, but at LOS "D" during all three weekday peak hours. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

- East 124th Street/Park Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection currently operates at LOS "C" or better overall during each of the four peak hours analyzed.

- East 124th Street/Madison Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection currently operates at LOS "C" or better overall during each of the four peak hours analyzed.

- 124th Street/Fifth Avenue – At this unsignalized "T"-intersection, Fifth Avenue terminates on the north side of 124th Street as a stop-controlled, two-lane southbound approach, including separate exclusive left-turn and right-turn lanes. West of the intersection, 124th Street is one-way westbound; east of the intersection, 124th Street continues one-way eastbound. As such, motorists traveling southbound on Fifth Avenue are required to turn left or right at this intersection and must yield only to pedestrians crossing the intersection, rather than conflicting vehicular traffic. The southbound left-turn lane currently operates at LOS "B" during all four peak hours analyzed. The

southbound right-turn lane currently operates at LOS "B" during the weekday midday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours.

- West 124th Street/Mt. Morris Park West – At this unsignalized "T"-intersection, the westbound approach of 124th Street is stop-controlled at its intersection with Mt. Morris Park West. Westbound vehicular traffic may either turn left onto Mt. Morris Park West southbound, or continue straight on westbound 124th Street to Lenox Avenue. As such, motorists on the stop-controlled westbound approach must yield only to pedestrians crossing the intersection, rather than conflicting vehicular traffic. The westbound approach currently operates at LOS "A" during all four peak hours analyzed.

- West 124th Street/Lenox Avenue – The northbound and southbound approaches on Lenox Avenue currently operate at LOS "B" or better during all four peak hours analyzed, and the westbound approach on 124th Street operates at LOS "C" during all four peak hours analyzed. The eastbound approach on 124th Street operates in the LOS "C/D" range during the weekday AM, weekday midday, and Saturday midday peak hours, and in the LOS "C/D/E" range during the weekday PM peak hour. This intersection currently operates at LOS "B" overall during all four peak hours analyzed.

- West 124th Street/Adam Clayton Powell Jr. Boulevard – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours. The intersection currently operates at LOS "B" overall during all four peak hours analyzed.

- West 124th Street/Frederick Douglass Boulevard – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours. The intersection currently operates at LOS "B" overall during all four peak hours analyzed.

- West 124th Street/St. Nicholas Avenue-Manhattan Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours. The intersection currently operates at LOS "C" overall during all four peak hours analyzed.

116th Street Corridor

The study intersections along the 116th Street corridor include the three signalized intersections at the cross-streets of Park Avenue, Adam Clayton Powell Jr. Boulevard (Seventh Avenue), and Frederick Douglass Boulevard (Eighth Avenue). 116th Street is a two-way corridor through the study area, with two continuous through lanes and curbside parallel parking on each side of the roadway. A summary of traffic operations at each of the three study intersections along the 116th Street corridor is provided below:

- East 116th Street/Park Avenue – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed, except for the southbound approach on Park Avenue which operates at LOS "D" during the weekday AM peak hour. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

- West 116th Street/Adam Clayton Powell Jr. Boulevard – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed, except for the westbound approach on 116th Street which operates at LOS "D" during the weekday AM peak hour. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.

- West 116th Street/Frederick Douglass Boulevard – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed, with the exception of the westbound approach on 116th Street which operates at LOS "D" during the weekday AM peak hour. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

3.15.2 FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION)

In the future without the proposed action, the existing zoning controls would remain in place and as-of-right development would be expected to occur on some of the 26 projected development sites. As discussed in the RWCDS, (see Chapter 2.0, "Project Description"), it is expected that the 26 projected development sites would contain 304 dwelling units (DUs); 635,337 sf of retail; 512,305 sf of office space; 8,512 sf of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,154 sf of commercial space); 26,824 sf of storage/manufacturing uses; 112,404 sf of parking/auto related uses; and 203,079 sf of community facility space (including 20,586 sf of institutional conversion space).

During the 2007 to 2017 period, it is also expected that transportation demands in the study area would change due to specific development projects in the area, as well as general background growth over time. In order to forecast these future demands without the proposed rezoning action, an annual growth rate of 0.5 percent was applied to the existing traffic volumes (in accordance with recommendations described in the *CEQR Technical Manual*) and traffic volumes associated with the specific development projects ("soft sites") described below were added to the adjusted traffic volumes to arrive at future year 2017 No-Action traffic volumes (see Table 3.15-4C). In addition, where appropriate, mitigation measures associated with these soft sites were also incorporated into the transportation analyses. The development projects specifically accounted for in the analyses described in this report include the following:

Special Manhattanville Mixed-Use Zoning District

The proposed "Special Manhattanville Mixed-Use Zoning District" provides Columbia University with a framework to shape the future development of its academic buildings, student housing and other support facilities. The proposed district is generally bounded by 125th and 135th Streets and Broadway and Twelfth Avenue. The Manhattanville EIS analyzed future traffic condition under two horizon years: 2015 and 2030. However, because the horizon year for the 125th Street EIS is 2017, projected traffic volumes and roadway improvements under only the 2015 horizon year were accounted for in this analysis.

The project area for the Manhattanville project is divided into four subdistricts: Subdistrict A (Academic Mixed-Use), Subdistrict B, Subdistrict C, and Other Areas. The reasonable worst case development scenario studied in the Manhattanville EIS. The Manhattanville EIS assumes development of five buildings within Subdistrict A: one for academic research, three for academic instruction, and one for housing graduate students and faculty. A new open space would be located on West 129th Street, as well as a new landscaped area through the mid-block between West 130th and West 131st Streets to connect this portion of the new university area to the administrative functions that would be relocated to the Studebaker Building. Subdistrict A would also include approximately 300,000 square-feet of below-grade support uses such as energy plants, utility access/service, loading areas and storage. Subdistrict B would include approximately 180,000 square-feet one- to two-story retail and commercial developments. There are no projected development sites in Subdistrict C. The Other Areas would be redeveloped with roughly 88,000 square-feet of residential uses (99 units) and a new 60,000 square-feet community facility. The reasonable worst case development scenario analyzed as part of the EIS

prepared for the rezoning anticipates approximately 1.7 million square-feet of new development would be completed by 2015.

East 125th Street Rezoning

The site for the East 125th Street Rezoning includes three parcels situated on approximately six acres in East Harlem, that are generally bounded by East 125th and East 127th Streets, and Second and Third Avenues. It is expected that this particular area would be rezoned to a C4-6 (or similar) district to enable the proposed development. The development would include approximately 1.7 million square feet of new mixed-use development to include 700 to 1,000 low-, moderate- and middle-income residential units, 470,000 square-feet of entertainment/retail space, 300,000 square-feet of office space, 30,000 square-feet of cultural space, open space, parking, and an optional 100,000 square-feet of hotel space. To accommodate the development program, an existing MTA bus storage facility would be relocated and constructed below grade. The projected Build year for this development project is 2012.

East River Plaza

This development would provide approximately 485,000 square-feet of new commercial development and 1,248 parking spaces on the site of the former Washburn Wire plant on East 116th Street and FDR Drive. According to the development's website[1], the anchor tenants would be Home Depot and Target. East River Plaza is expected to open in summer 2008.

Harlem Hospital Center

Harlem Hospital Center is constructing a new 150,000 square-foot patient pavilion that is scheduled for completion in 2009[2]. The five-story patient pavilion would be built on Lenox Avenue where the Emergency Medical Service facility now stands, and would link the Martin Luther King Pavilion with the Ronald H. Brown Ambulatory Care Pavilion, thus creating a more efficient complex. The new pavilion would include an emergency department, operating rooms, diagnostic and treatment services, a critical care suite, and a modern radiology center. A 400-car parking garage would also be constructed.

Fifth on the Park

The 194-unit residential development is being located on Fifth Avenue between East 119th and East 120th Streets. The building is currently under construction, with an anticipated completion date in 2008. The 26 residential stories would sit atop a 4-level, 1,800-seat church (the Bethel Gospel Assembly, the previous owner)[3]. The building includes approximately 50,600 square-feet of affordable rental apartments, 247,000 square-feet of market-rate condominiums, and a 117-space underground parking garage.

The New York City Department of Housing Preservation and Development (HPD) Sites

[1] www.eastriverplaza.com
[2] http://www.dasny.org/dasny/news/2005/050428Harlerals.php
[3] http://www.cityrealty.com/new_developments/news.cr?noteid=16841

- All Saints Housing – A 100-unit residential development located at 1940-1952 Park Avenue.
- The Nave – A 118-unit residential development located at 2083-2091 Madison Avenue.
- West 127th Street – A 205-unit residential development located at 340-352 St. Nicholas Avenue.
- The Kalahari Apartments – A 249-unit residential development located on the south side of 116th Street, between Fifth Avenue and Lenox Avenue.
- Avant Caribe – A 350-unit residential development.

Bus Rapid Transit

It is anticipated that MTA New York City Transit would implement Bus Rapid Transit (BRT) service along the M15 limited route during the 2007 through 2017 period. Implementation of BRT service would involve the installation of dedicated bus lanes along both curbs of 125th Street from Twelfth Avenue to First Avenue (westbound) and Second Avenue (eastbound), as well as along the east curb of First Avenue and the west curb of Second Avenue within the parking study area. When these lanes are in operation – from 7 AM to 10 AM and 4 PM to 7 PM, Monday through Friday – the curb lanes would be unavailable for parking. However, as the curb lanes would remain available for parking during other periods.

Figures 3.15-6 through 3.15-9 show the projected year 2017 No-Action traffic volumes at each study intersection during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively.

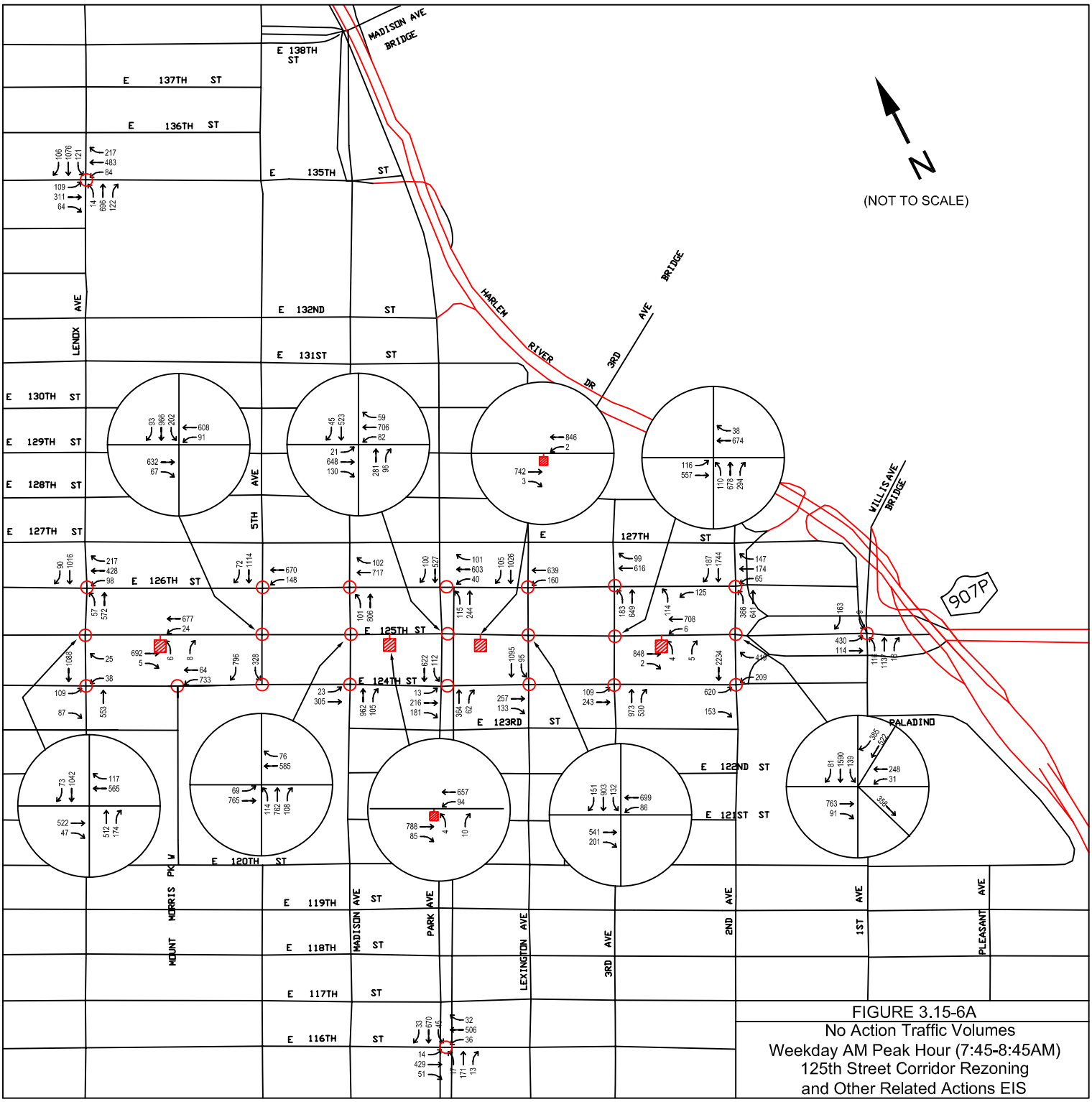


FIGURE 3.15-6A
No Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

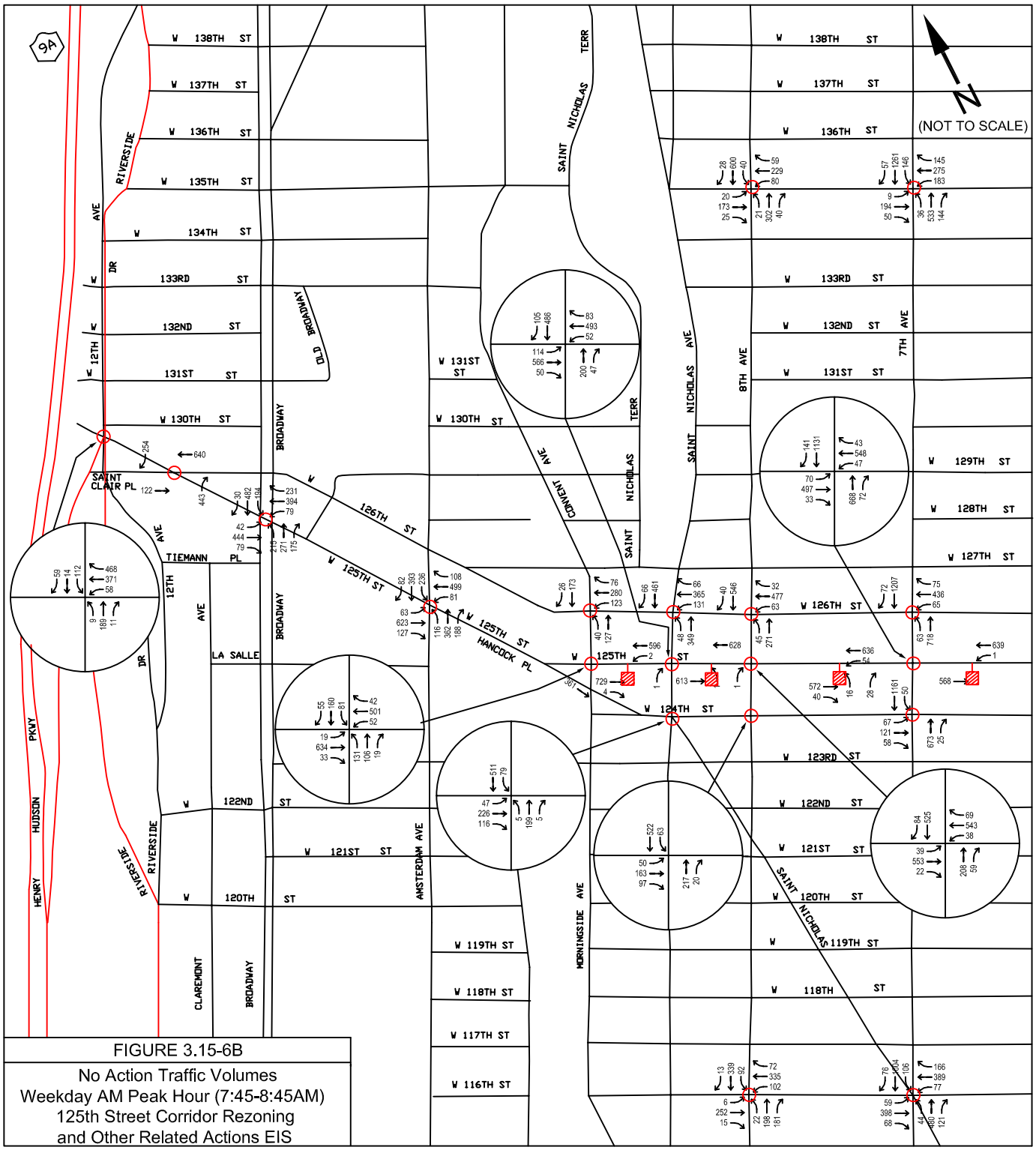


FIGURE 3.15-6B

No Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

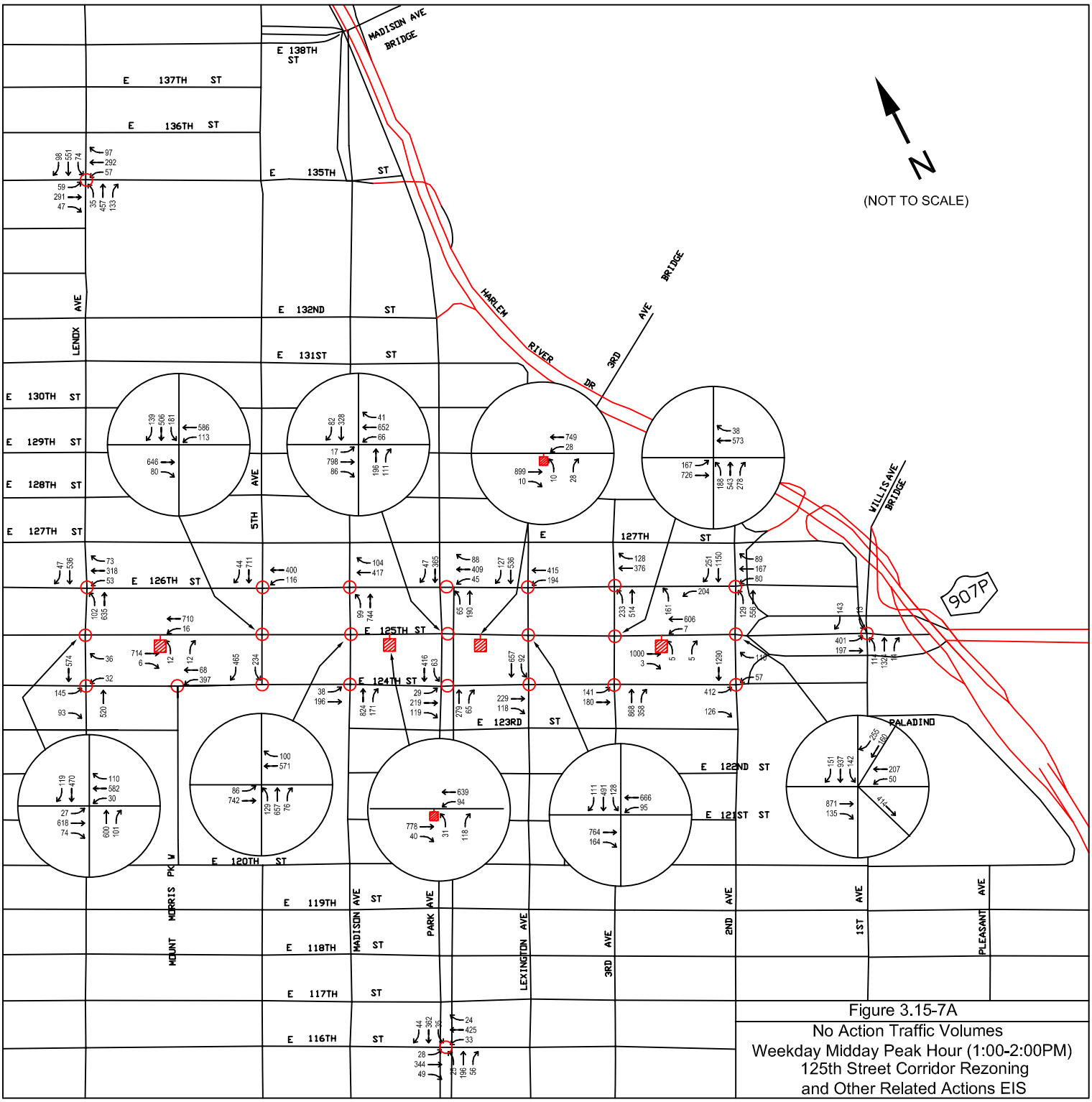


Figure 3.15-7A
No Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

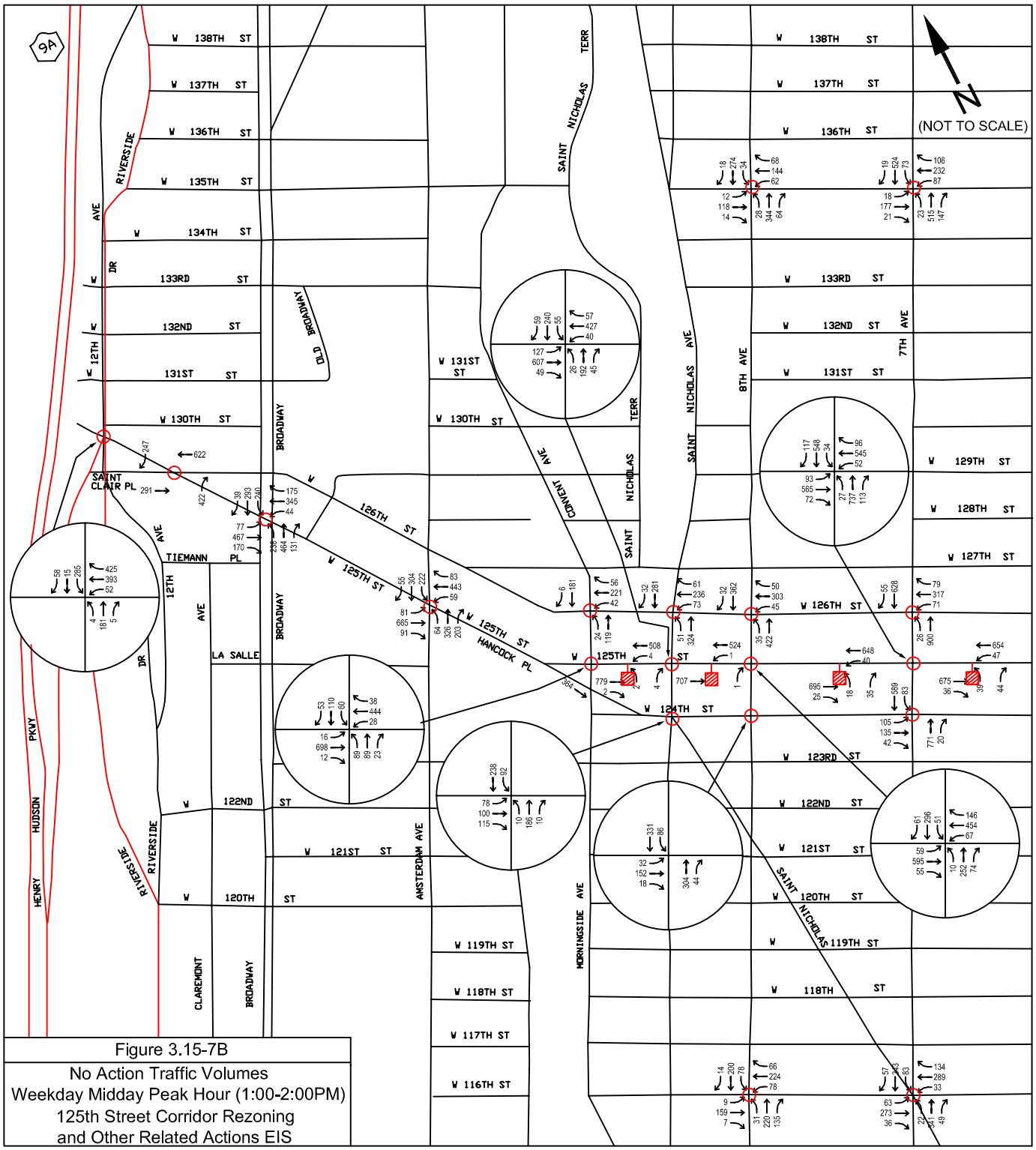


Figure 3.15-7B
No Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

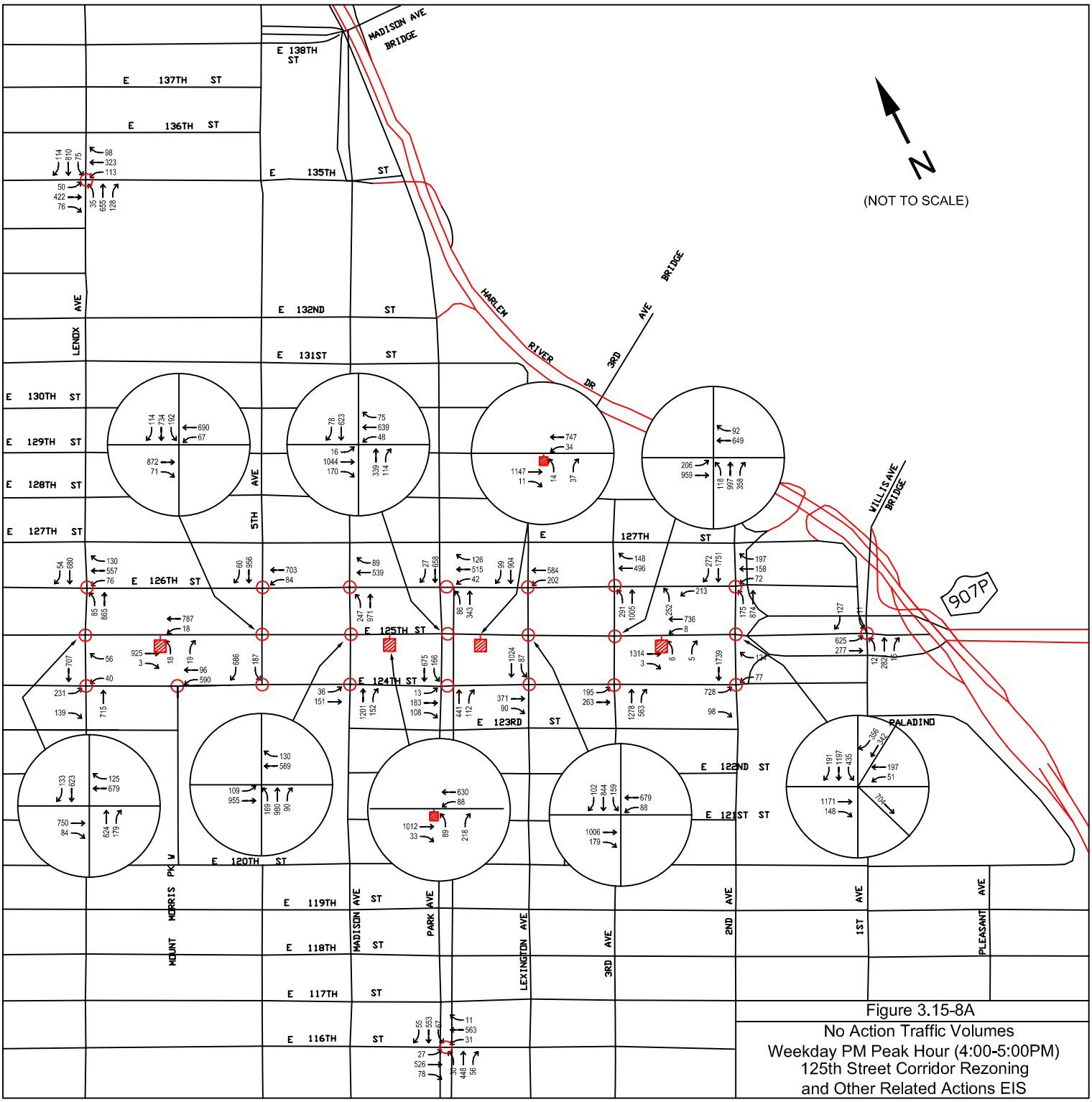


Figure 3.15-8A
No Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

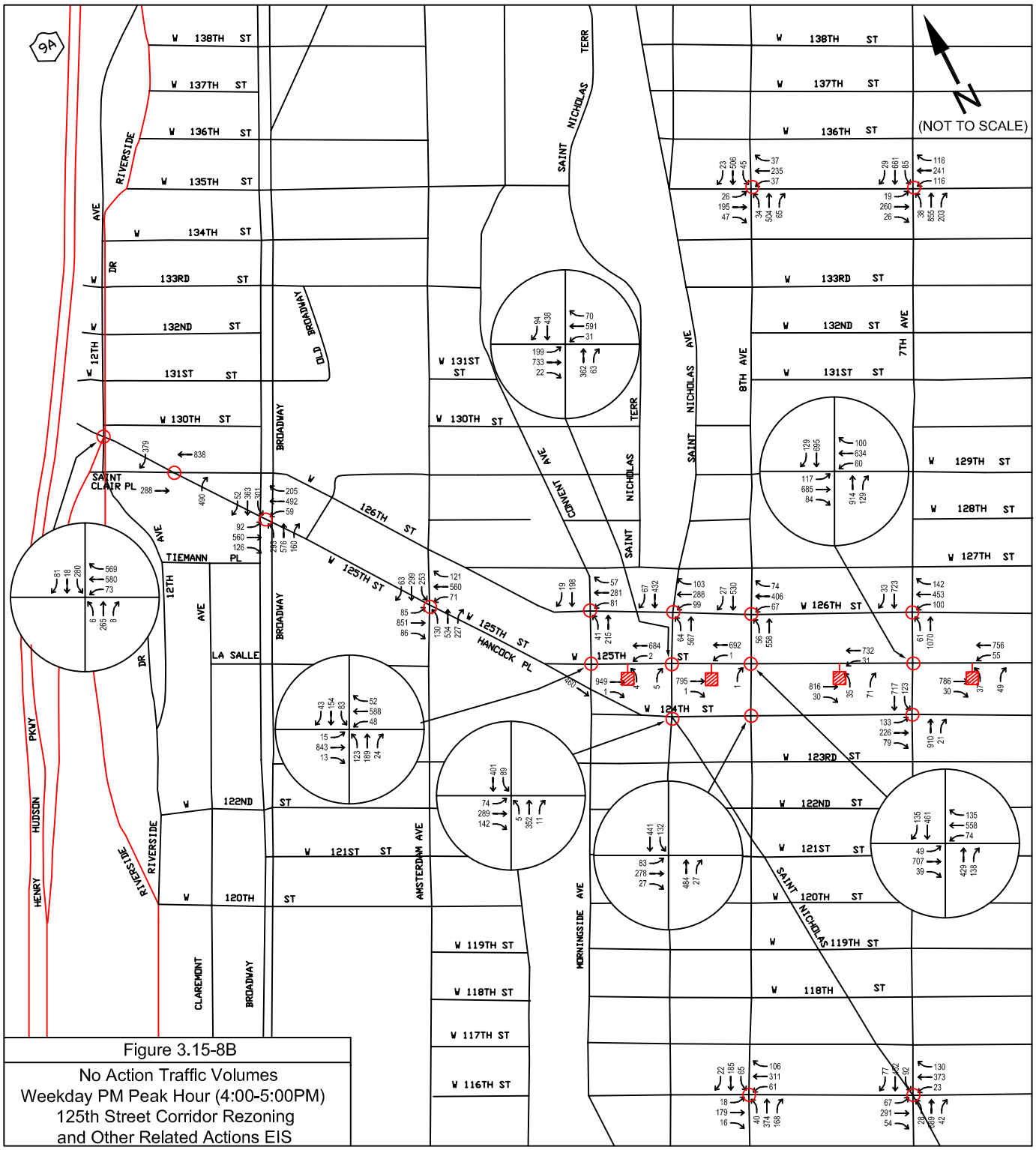


Figure 3.15-8B
No Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

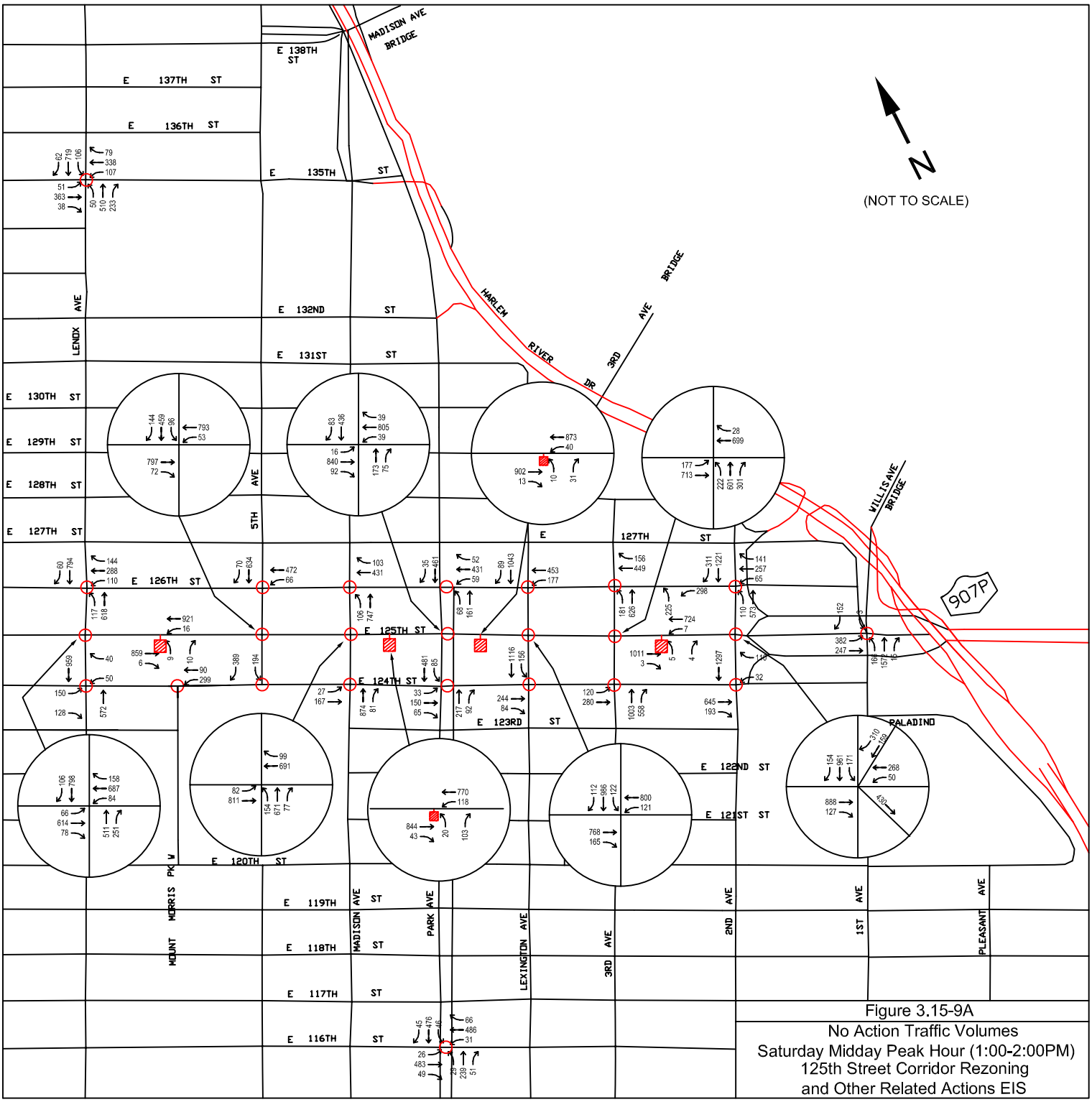


Figure 3.15-9A
No Action Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

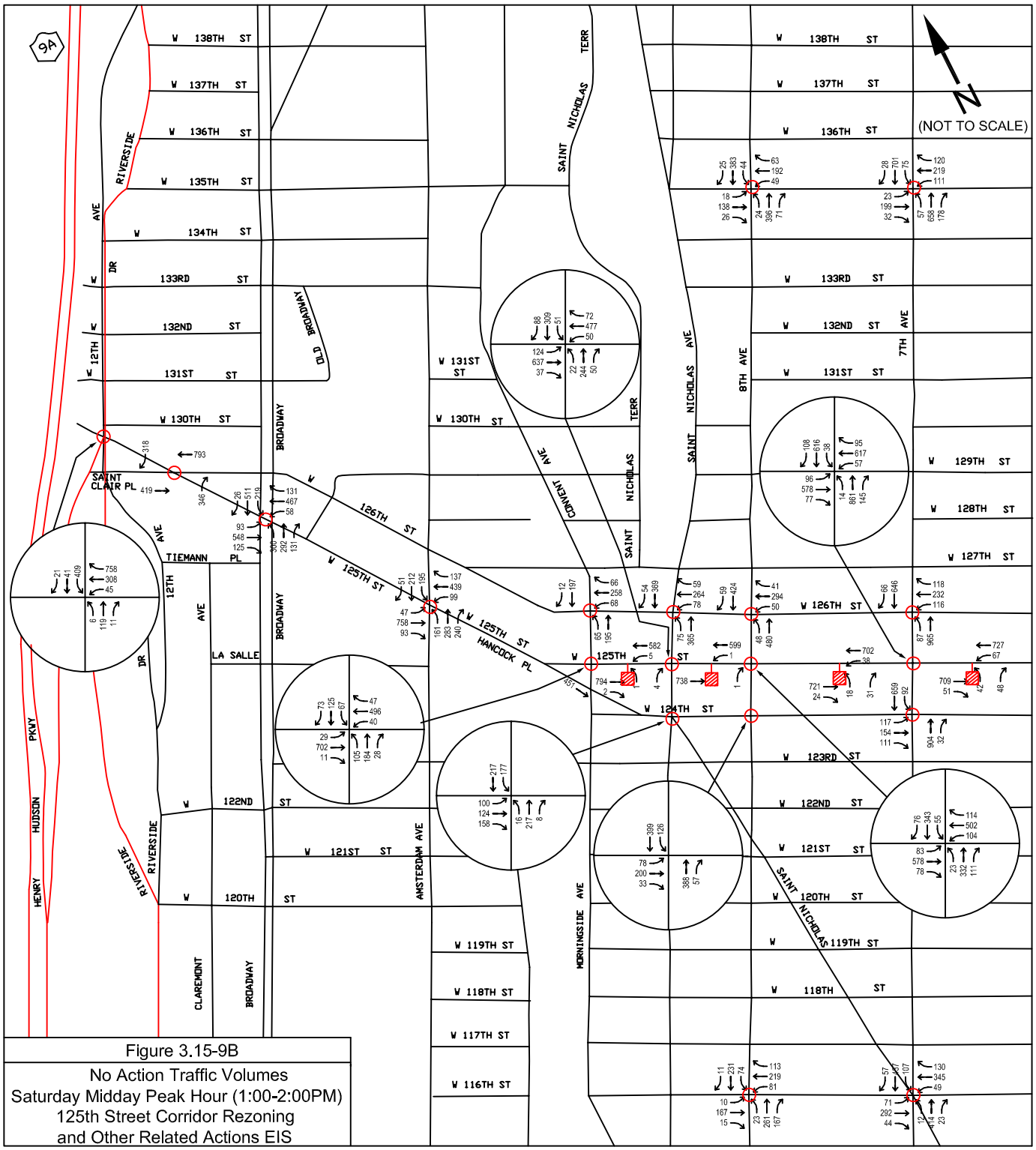


Figure 3.15-9B
No Action Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

Capacity Analysis

Based on the No-Action traffic volumes shown in Figures 3.15-6 through 3.15-9, intersection capacity analyses were conducted according to the *HCM* methodologies. Table 3.15-3 shows the v/c ratios, average control delays, and levels-of-service under year 2017 No-Action conditions. As shown in Table 3.15-3, presently congested locations generally become worse, while there would be some newly congested locations in the study area. Overall, under No-Action conditions, of the 44 intersections studied, there would be 23 intersections with one or more congested movements during the weekday AM peak hour (versus 13 under existing conditions), 8 intersections during the weekday midday peak hour (versus two (2) under existing conditions), 24 intersections during the weekday PM peak hour (versus 14 under existing conditions), and 18 intersections during the Saturday midday peak hour (versus 11 under existing conditions). Newly congested intersections are discussed below.

Along the 135th Street corridor, there would be no newly congested intersections during the weekday midday, weekday PM, and Saturday midday peak hours. However, during the weekday AM peak hour, the West 135th Street/Adam Clayton Powell Jr. Boulevard intersection would be newly congested.

Along the 126th Street corridor, the East 126th Street/Park Avenue, West 126th Street/Frederick Douglass Boulevard, and West 126th Street/St. Nicholas Avenue intersections would be newly congested during the weekday AM peak hour. During the weekday midday peak hour, the East 126th Street/Lexington Avenue and West 126th Street/Morningside Avenue intersections would be newly congested. During the weekday PM peak hour, the East 126th Street/Park Avenue and West 126th Street/Lenox Avenue intersections would be newly congested. During the Saturday midday peak hour, the East 126th Street/Lexington Avenue, West 126th Street/Lenox Avenue, and West 126th Street/St. Nicholas Avenue intersections would be newly congested.

Along the 125th Street corridor, the following intersections would be newly congested during the weekday AM peak hour:

- East 125th Street/Third Avenue, and
- West 125th Street/Lenox Avenue

During the weekday midday peak hour, the following intersections along the 125th Street corridor would be newly congested:

- East 125th Street/Third Avenue,
- East 125th Street/Lexington Avenue,
- East 125th Street/Madison Avenue, and
- West 125th Street/Adam Clayton Powell Jr. Boulevard..

Table 3.15-3
Year 2017 No-Action Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS															
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	0.69	31.1	C	0.80	35.3	D	0.58	27.2	C
			DefL	1.11	147.8	F	----	-----	-----	----	-----	-----	----	-----	-----
			TR	0.87	47.2	D	-----	-----	-----	-----	-----	-----	-----	-----	-----
		WB	LTR	1.02	66.1	E	0.73	32.3	C	1.12	114.6	F	0.84	39.4	D
		NB	L	0.22	14.8	B	0.19	11.7	B	0.36	16.7	B	0.24	13.1	B
			TR	0.58	15.4	B	0.45	13.4	B	0.53	14.5	B	0.55	14.7	B
		SB	L	0.59	24.5	C	0.30	13.8	B	0.50	20.4	C	0.48	19.2	B
			TR	0.77	19.8	B	0.46	13.5	B	0.61	15.8	B	0.54	14.6	B
		Overall		**0.90**	**36.9**	**D**	**0.57**	**20.7**	**C**	**0.81**	**39.3**	**D**	**0.66**	**21.7**	**C**
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.50	27.0	C	0.89	50.1	D	0.62	30.5	C
		WB	L	0.88	64.1	E	0.44	28.3	C	0.78	52.7	D	0.56	32.9	C
			TR	0.98	68.2	E	0.84	44.1	D	0.91	53.4	D	0.82	41.7	D
		NB	LTR	0.48	13.6	B	0.45	13.3	B	0.61	15.4	B	0.50	13.7	B
		SB	DefL	----	-----	-----	----	-----	-----	0.68	34.2	C	----	-----	-----
			TR	-----	-----	-----	-----	-----	-----	0.43	12.9	B	-----	-----	-----
			LTR	0.88	24.3	C	0.35	12.0	B	----	----	----	0.47	13.4	B
		Overall		**0.92**	**30.2**	**C**	**0.60**	**20.6**	**C**	**0.77**	**27.1**	**C**	**0.62**	**20.5**	**C**
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.23	25.1	C	0.48	29.0	C	0.33	26.4	C
		WB	LTR	1.11	111.4	F	0.96	73.9	E	1.01	83.7	F	1.02	86.4	F
		NB	LTR	0.29	9.2	A	0.33	9.6	A	0.45	10.8	B	0.35	9.7	A
		SB	LTR	0.45	10.9	B	0.24	8.8	A	0.40	10.3	B	0.33	9.6	A
		Overall		**0.68**	**33.9**	**C**	**0.54**	**25.6**	**C**	**0.63**	**26.1**	**C**	**0.57**	**28.2**	**C**
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.53	32.6	C	0.58	33.5	C	0.63	34.3	C
		NB	L	1.06	98.6	F	0.48	37.2	D	0.41	32.2	C	0.39	34.9	C
			T	0.93	57.5	E	1.02	77.2	E	1.04	77.1	E	0.98	67.6	E
		SB	TR	0.67	23.5	C	0.45	20.3	C	0.70	23.8	C	0.63	22.6	C
		Overall		**0.76**	**39.9**	**D**	**0.61**	**36.0**	**D**	**0.76**	**38.3**	**D**	**0.71**	**33.5**	**C**
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.42	23.6	C	0.52	24.9	C	0.48	24.4	C
		NB	LT	0.31	11.4	B	0.27	11.2	B	0.37	11.9	B	0.21	10.6	B
		Overall		**0.46**	**19.0**	**B**	**0.33**	**15.7**	**B**	**0.43**	**16.4**	**B**	**0.31**	**16.7**	**B**
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	1.14	111.3	F	1.36	212.2	F	1.27	162.7	F
		SB	TR	0.73	19.9	B	0.51	14.3	B	0.67	17.0	B	0.77	19.9	B
		Overall		**0.90**	**83.7**	**F**	**0.75**	**59.7**	**E**	**0.93**	**103.3**	**F**	**0.96**	**73.0**	**E**
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.78	36.7	D	0.99	67.6	E	0.76	34.8	C
		NB	DefL	0.38	12.7	B	----	-----	-----	----	-----	-----	-----	-----	-----
			T	0.35	10.7	B	-----	-----	-----	-----	-----	-----	-----	-----	-----
			LT	----	----	----	0.22	9.1	A	0.45	11.6	B	0.21	9.1	A
		SB	TR	0.42	10.9	B	0.26	9.3	A	0.47	11.4	B	0.32	9.8	A
		Overall		**0.61**	**37.2**	**D**	**0.44**	**21.6**	**C**	**0.64**	**32.0**	**C**	**0.47**	**20.5**	**C**
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.56	26.1	C	0.66	28.1	C	0.57	26.3	C
		NB	LT	0.61	15.8	B	0.55	14.7	B	0.79	20.4	C	0.54	14.5	B
		Overall		**0.70**	**25.5**	**C**	**0.55**	**19.2**	**B**	**0.74**	**23.2**	**C**	**0.55**	**19.3**	**B**

Table 3.15-3
Year 2017 No-Action Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
9	126th Street and 5th Avenue	WB	LT	1.08	84.4	F	0.87	43.0	D	1.13	103.8	F	0.89	44.3	D
		SB	TR	0.80	21.3	C	0.50	14.1	B	0.68	17.2	B	0.54	14.6	B
		Overall		**0.92**	**47.0**	**D**	**0.65**	**26.1**	**C**	**0.85**	**54.5**	**D**	**0.68**	**26.8**	**C**
10	West 126th Street and Lenox Avenue	WB	LTR	0.98	51.8	D	0.69	25.5	C	1.00	57.4	E	0.92	43.7	D
		NB	L	0.74	66.3	E	0.58	30.0	C	0.76	53.7	D	0.97	90.8	F
			T	0.44	18.3	B	0.46	18.6	B	0.81	27.4	C	0.48	18.8	B
		SB	TR	0.99	48.2	D	0.47	18.8	B	0.70	23.7	C	0.67	22.5	C
		Overall		**0.99**	**42.6**	**D**	**0.63**	**21.1**	**C**	**0.91**	**35.9**	**D**	**0.94**	**31.0**	**C**
11	West 126th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.73	28.7	C	0.56	26.3	C	0.82	34.4	C	0.59	27.0	C
		NB	LT	0.54	16.2	B	0.44	13.0	B	0.58	14.9	B	0.57	14.8	B
		SB	TR	0.58	16.5	B	0.32	11.7	B	0.31	11.5	B	0.30	11.4	B
		Overall		**0.65**	**19.5**	**B**	**0.49**	**15.6**	**B**	**0.67**	**19.5**	**B**	**0.58**	**16.4**	**B**
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	0.96	53.5	D	0.78	36.0	D	1.07	90.6	F	0.65	41.5	D
		NB	LT	0.31	14.0	B	0.34	12.1	B	0.38	8.2	A	0.38	12.5	B
		SB	TR	0.45	15.5	B	0.27	11.3	B	0.31	7.5	A	0.34	12.6	B
		Overall		**0.67**	**30.2**	**C**	**0.51**	**20.0**	**B**	**0.59**	**34.6**	**C**	**0.48**	**20.4**	**C**
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.96	51.0	D	0.79	32.4	C	0.93	47.8	D	0.74	28.4	C
		NB	LT	0.87	41.0	D	0.70	26.8	C	1.13	103.4	F	1.02	70.9	E
		SB	TR	0.88	38.7	D	0.54	21.3	C	0.77	29.2	C	0.76	28.6	C
		Overall		**0.92**	**43.9**	**D**	**0.74**	**27.1**	**C**	**1.03**	**62.8**	**E**	**0.88**	**42.7**	**D**
14	West 126th Street and Morningside Avenue	WB	LTR	1.06	87.9	F	0.89	56.7	E	1.12	158.6	F	1.11	111.6	F
		NB	LT	0.14	8.0	A	0.11	7.8	A	0.19	8.4	A	0.19	8.4	A
		SB	TR	0.29	9.6	A	0.27	9.5	A	0.31	9.9	A	0.32	9.9	A
		Overall		**0.56**	**50.7**	**D**	**0.47**	**30.9**	**C**	**0.58**	**75.0**	**E**	**0.58**	**52.7**	**D**
15	East 125th Street and 1st Avenue	EB	LT	0.64	24.8	C	0.61	24.4	C	0.87	34.0	C	0.62	24.8	C
		NB	L	0.21	13.3	B	0.22	13.4	B	0.20	16.1	B	0.29	14.2	B
			TR	0.37	14.1	B	0.41	14.6	B	0.85	37.8	D	0.46	15.0	B
		Overall		**0.47**	**17.3**	**B**	**0.50**	**17.6**	**B**	**0.86**	**36.2**	**D**	**0.53**	**17.5**	**B**
16	East 125th Street and 2nd Avenue	EB	TR	0.66	32.8	C	0.72	27.7	C	0.83	47.9	D	0.84	37.4	D
		WB	LT	1.16	121.7	F	0.92	50.9	D	1.04	78.6	E	1.75	381.3	F
		SB	LTR	0.81	31.7	C	0.65	33.3	C	0.93	55.4	E	0.45	22.7	C
		RAMP (SB)	TR	1.09	218.2	F	0.69	37.7	D	1.02	120.2	F	0.92	57.7	E
		Overall		*	*	*	*	*	*	*	*	*	*	*	*
17	East 125th Street and 3rd Avenue	EB	LT	1.16	115.4	F	1.60	314.4	F	2.23	810.9	F	1.71	353.9	F
		WB	TR	0.80	31.3	C	0.78	30.3	C	0.96	47.3	D	0.89	37.9	D
		NB	LTR	0.39	14.4	B	0.43	14.8	B	0.58	16.7	B	0.42	14.7	B
		Overall		**0.73**	**46.8**	**D**	**0.94**	**121.0**	**F**	**1.30**	**290.6**	**F**	**0.98**	**126.5**	**F**
18	East 125th Street and Lexington Avenue	EB	TR	0.91	41.1	D	1.03	68.6	E	1.30	278.0	F	1.06	72.2	E
		WB	LT	1.41	322.6	F	1.54	292.2	F	1.57	294.2	F	1.74	365.8	F
		SB	LTR	0.70	20.3	C	0.45	15.3	B	0.63	18.1	B	0.63	17.9	B
		Overall		**1.01**	**113.1**	**F**	**0.93**	**123.1**	**F**	**1.04**	**186.7**	**F**	**1.11**	**134.6**	**F**

Table 3.15-3
Year 2017 No-Action Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
19	East 125th Street and Park Avenue	EB	LTR	0.64	16.8	B	0.74	19.4	B	1.06	136.3	F	0.72	18.5	B
		WB	LTR	0.93	36.0	D	0.87	28.7	C	0.92	33.9	C	0.79	21.8	C
		NB	TR	0.46	24.6	C	0.36	23.1	C	0.50	25.4	C	0.28	22.1	C
		SB	TR	0.56	28.0	C	0.50	25.1	C	0.72	30.0	C	0.57	26.2	C
		Overall		**0.79**	**26.7**	**C**	**0.73**	**23.8**	**C**	**0.93**	**72.7**	**E**	**0.70**	**21.6**	**C**
20	East 125th Street and Madison Avenue	EB	LT	0.88	32.4	C	0.99	52.0	D	1.26	147.6	F	1.20	125.3	F
		WB	TR	0.57	18.9	B	0.67	21.0	C	0.67	20.6	C	0.76	25.7	C
		NB	LTR	0.64	23.1	C	0.59	22.2	C	0.82	28.8	C	0.54	19.4	B
		Overall		**0.77**	**25.1**	**C**	**0.81**	**31.9**	**C**	**1.06**	**67.9**	**E**	**0.87**	**56.9**	**E**
21	125th Street and 5th Avenue	EB	TR	0.80	33.8	C	0.80	35.5	D	1.02	152.3	F	1.04	413.7	F
		WB	LT	0.80	27.4	C	0.81	27.9	C	0.84	30.9	C	0.98	222.9	F
		SB	LTR	1.15	102.8	F	0.77	27.2	C	0.93	39.0	D	0.65	23.5	C
		Overall		**1.00**	**64.8**	**E**	**0.82**	**30.1**	**C**	**0.98**	**75.8**	**E**	**0.89**	**234.8**	**F**
22	West 125th Street and Lenox Avenue	EB	TR	0.51	19.4	B	0.77	26.8	C	0.82	28.5	C	1.16	504.7	F
		WB	TR	0.69	29.0	C	0.81	29.8	C	0.87	33.2	C	1.38	657.2	F
		NB	TR	0.66	22.6	C	0.63	21.8	C	0.98	47.4	D	0.80	28.4	C
		SB	TR	1.00	50.9	D	0.57	20.8	C	0.79	27.4	C	0.88	33.0	C
		Overall		**0.84**	**33.5**	**C**	**0.72**	**25.1**	**C**	**0.93**	**34.9**	**C**	**1.13**	**315.6**	**F**
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.72	25.4	C	1.08	125.2	F	1.39	268.3	F	1.06	441.4	F
		WB	LTR	0.72	25.4	C	0.93	50.8	D	1.09	130.0	F	0.93	325.0	F
		NB	TR	0.40	17.6	B	0.56	19.9	B	0.58	20.1	C	0.61	20.5	C
		SB	TR	0.65	21.2	C	0.45	18.3	B	0.43	17.8	B	0.49	18.7	B
		Overall		**0.69**	**22.0**	**C**	**0.82**	**52.8**	**D**	**0.99**	**106.9**	**F**	**0.84**	**186.7**	**F**
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.76	33.7	C	0.75	20.5	C	0.71	21.8	C	1.20	329.7	F
		WB	LTR	0.77	26.0	C	0.80	23.4	C	0.98	48.4	D	1.19	585.8	F
		NB	TR	0.33	18.2	B	0.60	27.8	C	0.62	24.4	C	0.39	12.7	B
		SB	TR	0.52	20.7	C	0.60	29.3	C	0.58	23.1	C	0.41	14.5	B
		Overall		**0.65**	**25.8**	**C**	**0.72**	**24.4**	**C**	**0.82**	**30.1**	**C**	**0.72**	**274.3**	**F**
25	West 125th Street and St. Nicholas Avenue	EB	LTR	0.96	55.7	E	0.90	31.6	C	1.21	207.8	F	0.80	112.0	F
		WB	LTR	0.72	20.0	B	0.55	15.4	B	0.70	18.8	B	0.55	36.5	D
		NB	TR	0.56	28.5	C	0.69	33.6	C	0.87	44.7	D	0.73	36.0	D
		SB	TR	1.00	64.8	E	0.83	41.7	D	0.90	85.4	F	1.06	88.7	F
		Overall		**0.97**	**44.6**	**D**	**0.87**	**29.4**	**C**	**1.09**	**104.9**	**F**	**0.91**	**74.5**	**E**
26	West 125th Street and Morningside Avenue	EB	LTR	0.65	17.0	B	0.61	16.1	B	0.68	17.5	B	0.63	111.3	F
		WB	LTR	0.64	17.1	B	0.52	14.6	B	0.80	23.0	C	0.50	36.4	D
		NB	DefL	0.79	50.6	D	0.50	30.7	C	----	-----	-----	0.59	33.3	C
			TR	0.28	22.7	C	0.26	22.4	C	-----	-----	-----	0.47	26.3	C
			LTR	-----	-----	-----	-----	-----	-----	0.63	29.0	C	-----	-----	-----
		SB	LTR	0.53	26.6	C	0.39	24.0	C	0.46	25.3	C	0.44	24.8	C
		Overall		**0.70**	**21.5**	**C**	**0.57**	**18.0**	**B**	**0.74**	**22.3**	**C**	**0.61**	**61.4**	**E**

Table 3.15-3
Year 2017 No-Action Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
27	West 125th Street and Amsterdam Avenue	EB	L	0.49	33.5	C	0.57	36.4	D	0.68	47.3	D	0.40	101.3	F
			TR	0.87	37.4	D	0.82	33.7	C	0.93	42.8	D	0.97	154.1	F
		WB	L	0.82	89.6	F	0.60	52.0	D	0.99	125.0	F	0.99	449.8	F
			TR	0.65	27.3	C	0.63	26.7	C	0.72	28.2	C	0.66	95.4	F
		NB	L	0.29	17.5	B	0.18	14.0	B	0.35	28.3	C	0.35	13.5	B
			T	0.38	22.6	C	0.33	22.1	C	0.50	51.3	D	0.25	19.1	B
			R	0.61	31.6	C	0.74	40.3	D	0.77	42.3	D	0.70	33.0	C
		SB	L	0.81	44.1	D	0.71	33.5	C	0.72	46.3	D	0.58	23.8	C
			TR	0.50	24.5	C	0.36	22.5	C	0.35	22.9	C	0.22	18.8	B
		Overall		*	**32.0**	**C**	*	**29.8**	**C**	*	**40.6**	**D**	*	**94.6**	**F**
28	West 125th Street and Broadway	EB	L	0.21	25.5	C	0.26	20.7	C	0.57	38.9	D	0.50	31.7	C
			T	0.50	27.5	C	0.42	21.2	C	0.63	30.0	C	0.56	26.2	C
			R	0.14	10.9	B	0.27	9.5	A	0.23	11.8	B	0.21	7.3	A
		WB	L	0.44	32.0	C	0.20	20.1	C	0.42	33.4	C	0.36	28.1	C
			T	0.45	26.8	C	0.32	20.0	B	0.59	29.3	C	0.47	24.8	C
			R	0.41	14.2	B	0.28	9.7	A	0.37	13.8	B	0.23	7.5	A
		NB	L	0.48	37.3	D	0.54	39.3	D	0.55	49.9	D	0.50	32.0	C
			T	0.27	24.0	C	0.59	30.5	C	0.58	63.9	E	0.41	30.3	C
			R	0.53	28.8	C	0.50	32.7	C	0.49	27.8	C	0.64	43.7	D
		SB	L	0.44	36.1	D	0.64	43.3	D	0.61	39.1	D	0.37	29.9	C
			T	0.46	24.0	C	0.36	26.5	C	0.34	22.4	C	0.68	35.6	D
			R	0.11	20.6	C	0.17	25.3	C	0.20	22.1	C	0.14	28.0	C
		Overall		**0.51**	**26.3**	**C**	**0.52**	**25.9**	**C**	**0.60**	**35.8**	**D**	**0.57**	**28.2**	**C**
29	West 125th Street and 12th Avenue	WB	LT	0.48	23.4	C	0.49	23.5	C	0.76	34.2	C	0.35	21.5	C
			R	0.61	13.8	B	0.55	12.5	B	0.83	22.8	C	0.99	45.8	D
		NB	LTR	0.31	27.4	C	0.26	26.8	C	0.39	27.7	C	0.20	26.1	C
		SB	L	0.47	17.2	B	0.91	47.9	D	0.77	22.4	C	1.10	95.2	F
			TR	0.09	10.9	B	0.09	10.9	B	0.11	8.3	A	0.05	10.6	B
		Overall		**0.52**	**19.4**	**B**	**0.72**	**18.6**	**B**	**0.67**	**25.9**	**C**	**1.07**	**51.3**	**D**
30	East 124th Street and 2nd Avenue	EB	L	0.61	27.0	C	0.41	23.7	C	0.70	29.3	C	0.60	26.8	C
			RT	0.51	29.2	C	0.34	24.1	C	0.26	34.5	C	0.51	27.8	C
		WB	L	0.39	24.4	C	0.11	20.4	C	0.14	20.8	C	0.07	20.1	C
			RT	0.32	11.9	B	0.09	9.9	A	0.11	10.1	B	0.08	9.9	A
		SB	T	0.70	16.4	B	0.42	12.5	B	0.53	13.7	B	0.40	12.2	B
		Overall		**0.67**	**18.7**	**B**	**0.42**	**15.7**	**B**	**0.59**	**18.5**	**B**	**0.48**	**17.8**	**B**
31	East 124th Street and 3rd Avenue	EB	LT	0.32	22.4	C	0.32	22.4	C	0.40	24.5	C	0.39	23.3	C
		NB	TR	0.46	12.9	B	0.41	12.4	B	0.52	13.8	B	0.45	12.8	B
		Overall		**0.41**	**14.8**	**B**	**0.37**	**14.5**	**B**	**0.47**	**16.0**	**B**	**0.43**	**15.2**	**B**
32	East 124th Street and Lexington Avenue	EB	TR	0.95	61.1	E	0.85	45.2	D	0.97	62.2	E	0.72	34.2	C
		SB	LT	0.93	31.6	C	0.57	15.2	B	0.79	20.6	C	0.92	29.4	C
		Overall		**0.94**	**38.7**	**D**	**0.68**	**25.1**	**C**	**0.86**	**32.9**	**C**	**0.84**	**30.4**	**C**

Table 3.15-3
Year 2017 No-Action Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
33	East 124th Street and Park Avenue	EB	LTR	0.45	22.0	C	0.34	20.2	C	0.34	20.2	C	0.23	18.9	B
		NB	TR	0.38	14.6	B	0.28	13.6	B	0.41	15.0	B	0.24	13.2	B
		SB	TR	0.80	25.9	C	0.46	15.8	B	0.93	36.0	D	0.56	17.5	B
		Overall		**0.64**	**21.8**	**C**	**0.41**	**16.4**	**B**	**0.67**	**26.4**	**C**	**0.42**	**16.7**	**B**
34	East 124th Street and Madison Avenue	EB	LT	0.29	22.1	C	0.23	21.4	C	0.19	21.1	C	0.19	21.0	C
		NB	TR	0.65	16.5	B	0.71	18.3	B	0.88	25.6	C	0.59	15.2	B
		Overall		**0.51**	**17.9**	**B**	**0.52**	**18.9**	**B**	**0.62**	**25.0**	**C**	**0.43**	**16.3**	**B**
35	West 124th Street and Lenox Avenue	EB	L	0.32	28.1	C	0.53	33.0	C	0.56	32.7	C	0.47	31.2	C
			LR	0.38	23.5	C	0.58	23.5	C	0.64	23.5	C	----	----	----
			R	0.43	32.3	C	0.63	43.9	D	0.72	49.4	D	0.54	35.0	C
		WB	LR	0.23	26.6	C	0.23	26.7	C	0.36	28.5	C	0.39	29.7	C
		NB	T	0.33	9.1	A	0.30	8.7	A	0.42	9.9	A	0.33	9.0	A
		SB	T	0.64	12.9	B	0.34	9.1	A	0.41	9.8	A	0.55	11.4	B
		Overall		**0.57**	**14.1**	**B**	**0.43**	**15.5**	**B**	**0.52**	**16.7**	**B**	**0.55**	**15.2**	**B**
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.36	20.9	C	0.49	25.9	C	0.66	28.0	C	0.63	29.4	C
		NB	TR	0.36	14.2	B	0.37	12.1	B	0.46	14.8	B	0.40	12.5	B
		SB	DefL	----	-----	-----	----	-----	-----	0.67	32.0	C	----	-----	-----
			T	-----	-----	-----	-----	-----	-----	0.46	15.1	B	-----	-----	-----
			LT	0.65	18.4	B	0.39	12.4	B	-----	-----	-----	0.42	12.7	B
		Overall		**0.53**	**17.3**	**B**	**0.42**	**14.5**	**B**	**0.66**	**18.5**	**B**	**0.50**	**15.8**	**B**
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.72	32.4	C	0.42	22.3	C	0.80	35.4	D	0.59	26.1	C
		NB	TR	0.19	12.7	B	0.27	13.4	B	0.41	14.9	B	0.34	14.1	B
		SB	LT	0.38	14.6	B	0.34	14.2	B	0.54	17.1	B	0.44	15.6	B
		Overall		**0.53**	**19.3**	**B**	**0.37**	**15.7**	**B**	**0.65**	**21.2**	**C**	**0.51**	**17.7**	**B**
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.65	24.4	C	0.54	21.7	C	0.66	23.8	C	0.67	25.3	C
		NB	LTR	0.32	17.4	B	0.32	17.5	B	0.46	19.3	B	0.38	18.3	B
		SB	LT	0.80	30.0	C	0.52	20.8	C	0.74	26.7	C	0.75	29.6	C
		Overall		**0.72**	**25.9**	**C**	**0.53**	**20.3**	**C**	**0.70**	**24.0**	**C**	**0.71**	**25.3**	**C**
39	East 116th Street and Park Avenue	EB	LTR	0.55	23.6	C	0.53	23.2	C	0.65	25.4	C	0.64	25.2	C
		WB	LTR	0.67	26.6	C	0.55	23.7	C	0.64	25.2	C	0.67	26.4	C
		NB	LTR	0.34	14.9	B	0.46	16.8	B	0.76	25.2	C	0.52	17.9	B
		SB	LTR	1.04	64.8	E	0.66	21.4	C	0.99	52.6	D	0.83	29.2	C
		Overall		**0.88**	**38.4**	**D**	**0.61**	**21.7**	**C**	**0.84**	**32.6**	**C**	**0.76**	**25.5**	**C**
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.85	40.6	D	0.67	30.6	C	0.73	32.9	C	0.68	30.8	C
		WB	LTR	1.02	70.1	E	0.72	31.6	C	0.71	30.7	C	0.70	30.6	C
		NB	LTR	0.41	12.8	B	0.23	11.0	B	0.40	12.5	B	0.22	10.8	B
		SB	LTR	0.65	16.0	B	0.30	11.6	B	0.39	12.5	B	0.34	12.0	B
		Overall		**0.79**	**30.9**	**C**	**0.46**	**21.0**	**C**	**0.52**	**20.4**	**C**	**0.48**	**20.5**	**C**

Table 3.15-3
Year 2017 No-Action Conditions Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.25	21.8	C	0.30	22.5	C	0.24	21.7	C
		WB	LTR	0.98	60.6	E	0.64	29.4	C	0.72	31.8	C	0.73	32.5	C
		NB	LTR	0.74	22.8	C	0.67	20.1	C	0.78	23.8	C	0.63	18.0	B
		SB	LTR	0.71	21.3	C	0.67	20.6	C	0.50	15.7	B	0.45	14.5	B
		Overall		**0.83**	**34.2**	**C**	**0.66**	**23.2**	**C**	**0.76**	**24.5**	**C**	**0.66**	**22.4**	**C**
42	**West 125th Street and St. Clair Place**	EB	R	0.67	32.3	C	0.60	30.5	C	0.77	37.8	D	0.49	28.2	C
		WB	R	0.34	25.6	C	0.36	25.9	C	0.54	30.2	C	0.46	27.4	C
		NB	T	0.66	27.6	C	0.67	28.0	C	0.79	30.1	C	0.85	35.7	D
		SB	T	0.12	19.8	B	0.27	21.2	C	0.27	20.0	B	0.39	22.6	C
		Overall		*****	**28.0**	**C**	*****	**27.1**	**C**	*****	**30.6**	**C**	*****	**30.0**	**C**
UNSIGNALIZED INTERSECTIONS															
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.32	11.6	B	0.26	11.0	B	0.27	11.0	B
			R	0.96	45.0	E	0.57	14.8	B	0.84	26.9	D	0.49	13.1	B
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.27	8.0	A	0.40	9.0	A	0.21	7.9	A

NB=northbound, **SB=**southbound, **EB=**eastbound, **WB=**westbound

L=exclusive left-turn, **T=** exclusive through, **R=**exclusive right-turn, **LTR=**shared left-through-right, **TR=**shared through/right-turn lane, **LT=**shared left-turn/through lane
LR=shared left-turn/right-turn, **DefL=**defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS.

During the weekday PM peak hour, the following intersections along the 125th Street corridor would be newly congested:

- East 125th Street/Lexington Avenue,
- East 125th Street/Park Avenue,
- East 125th Street/Madison Avenue,
- 125th Street/Fifth Avenue,
- West 125th Street/Lenox Avenue,
- West 125th Street/Adam Clayton Powell Jr. Boulevard, and
- West 125th Street/Frederick Douglass Boulevard.

During the Saturday midday peak hour, the following intersections along the 125th Street corridor would be newly congested:

- East 125th Street/Second Avenue,
- East 125th Street/Third Avenue,
- East 125th Street/Lexington Avenue,
- East 125th Street/Madison Avenue, and
- West 125th Street/12th Avenue.

Along the 124th Street corridor, the East 124th Street/Lexington Avenue intersection would be newly congested during the weekday AM and PM peak hours, and the 124th Street/Fifth Avenue intersection would be newly congested during the weekday AM peak hour. Along the 116th Street corridor, the West 116th Street/Adam Clayton Powell Jr. Boulevard and East 116th Street/Frederick Douglass Boulevard intersections would be newly congested during the weekday AM peak hour, and the East 116th Street/Park Avenue intersection would be newly congested during the weekday PM peak hour.

Traffic operations along the five major study area corridors under No-Action conditions are described more fully below.

135th Street Corridor

- West 135th Street/Lenox Avenue – The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday midday peak hour, at LOS "D" during the Saturday midday peak hour, at LOS "E" during the weekday AM peak hour, and at LOS "F" during the weekday PM peak hour. The eastbound approach is projected to operate at LOS "C" during the weekday and Saturday midday peak hours, in the LOS "D/E/F" range during the weekday AM peak hour, and at LOS "D" during the weekday PM peak hour. This intersection is projected to operate at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.

- West 135th Street/Adam Clayton Powell Jr. Boulevard – The eastbound approach is projected to operate at LOS "D" during the weekday PM peak hour and at LOS "C" during the three other peak hours analyzed. The westbound through/right-turn approach is projected to operate at LOS "E" during the weekday AM peak hour and at LOS "D" during the three other peak hours analyzed. Westbound left-turns are projected to operate at LOS "C" during the weekday and Saturday midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "E" during the weekday AM peak hour. The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

- West 135th Street/Frederick Douglass Boulevard – The eastbound, northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach is projected to operate at LOS "E" during the weekday midday peak hour, and at LOS "F" during the other three peak hours analyzed. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

126th Street Corridor

- East 126th Street/Second Avenue – The westbound approach on 126th Street is projected to operate at LOS "D" during the weekday AM peak hour and at LOS "C" during the three other peak hours analyzed. The southbound approach is projected to operate at LOS "C" during all four peak hours analyzed. The northbound approach (i.e. from the Triborough Bridge off-ramp) is projected to operate in the LOS "C" to LOS "F" range during all four peak hours analyzed. This intersection is projected to operate at LOS "D" overall during the three weekday peak hours, and at LOS "C" overall during the Saturday midday peak hour.

- East 126th Street/Third Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.

- East 126th Street/Lexington Avenue – The southbound approach on Lexington Avenue is projected to operate at LOS "B" during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "F" during all four weekday peak hours analyzed. This intersection is projected to operate at LOS "F" overall during the weekday AM and PM peak hours and at LOS "E" overall during the weekday and Saturday midday peak hours.

- East 126th Street/Park Avenue – The northbound and southbound approaches on Park Avenue are projected to operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "C" during the Saturday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "E" during the weekday AM and PM peak hours. This intersection is projected to

operate at LOS "D" overall during the weekday AM peak hour and at LOS "C" overall during the other three peak hours analyzed.

- East 126th Street/Madison Avenue – The westbound approach to this intersection is projected to operate at LOS "D" during the weekday AM peak hour, and LOS "C" during the other three peak hours analyzed. The northbound approach to this intersection is projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.

- 126th Street/Fifth Avenue – The southbound approach on Fifth Avenue is projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "D" during the weekday and Saturday midday peak hours and at LOS "F" during the weekday AM and PM peak hours. This intersection is projected to operate at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.

- West 126th Street/Lenox Avenue – The southbound approach is projected to operate at LOS "D" during the weekday AM peak hour and at LOS "C" or better during the other three peak hours analyzed. Northbound through movements on Lenox Avenue are projected to operate at LOS "C" or better during all four peak hours analyzed. Northbound left-turns are projected to operate at LOS "C" during the weekday midday peak hour, at LOS "D" during the weekday PM peak hour, at LOS "E" during the weekday AM peak hour, and at LOS "F" during the Saturday midday peak hour. The westbound approach on 126th Street is projected to operate at LOS "C" during the weekday midday peak hour, at LOS "D" during the weekday AM and Saturday midday peak hours, and at LOS "E" during the weekday PM peak hour. This intersection is projected to operate at LOS "D" overall during the weekday AM and PM peak hours and at LOS "C" overall during the weekday and Saturday midday peak hours.

- West 126th Street/Adam Clayton Powell Jr. Boulevard – All approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.

- West 126th Street/Frederick Douglass Boulevard – The northbound and southbound approaches on Frederick Douglass Boulevard are projected to operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "D" during the weekday AM, weekday midday, and Saturday midday peak hours, at LOS "F" during the weekday PM peak hour. This intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.

- West 126th Street/St. Nicholas Avenue – The westbound approach to this intersection is projected to operate at LOS "C" during the weekday midday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours. The northbound approach is projected to operate at LOS "C" during the weekday midday peak hour, at

LOS "D" during the weekday AM peak hour, at LOS "E" during the Saturday midday peak hour, and at LOS "F" during the weekday PM peak hour. The southbound approach is projected to operate at LOS "D" during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed. This intersection is projected to operate at LOS "C" overall during the weekday midday peak hour, at LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" during the weekday PM peak hour.

- West 126th Street/Morningside Avenue – The northbound and southbound approaches on Morningside Avenue are projected to operate at LOS "A" during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "E" during the weekday midday peak hour, and LOS "F" during the other three peak hours analyzed. This intersection is projected to operate at LOS "C" overall during the weekday midday peak hour, LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" overall during the weekday PM peak hour.

125th Street Corridor

- East 125th Street/First Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four of the peak hours analyzed, except for the northbound through/right-turn approach which is projected to operate at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "D" overall during the weekday PM peak hour, and at LOS "B" overall during the other three peak hours analyzed.

- East 125th Street/Second Avenue – The southbound approach on Second Avenue is projected to operate at LOS "E" during the weekday PM peak hour, and at LOS "C" during the other three peak hours analyzed. The westbound approach on 125th Street is projected to operate at LOS "D" during the weekday midday peak hour, at LOS "E" during the weekday PM peak hour, and at LOS "F" during the weekday AM and Saturday midday peak hours. The eastbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours, and at LOS "D" during the weekday PM and Saturday midday peak hours. The southbound approach from the Triborough Bridge off-ramp is projected to operate at LOS "D" during the weekday midday peak hour, at LOS "E" during the Saturday midday peak hour, and at LOS "F" during the weekday AM and PM peak hours.

- East 125th Street/Third Avenue – The eastbound approach to this intersection is projected to operate at LOS "F" during all four peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours, and at LOS "D" during the weekday PM and Saturday midday peak hours. The northbound approach to this intersection is projected to operate at LOS "B" during all four peak hours analyzed. This intersection is projected to operate at LOS "D" overall during weekday AM peak hour, and at LOS "F" overall during the other three peak hours analyzed.

- East 125th Street/Lexington Avenue – The southbound approach is projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach is projected to operate at LOS "F" during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "D" during the weekday AM peak hour, at LOS "E" during the weekday and Saturday midday peak hours, and at LOS "F" during the weekday PM peak hour. This intersection is projected to operate at LOS "F" overall during each of the four peak hours analyzed.

- East 125th Street/Park Avenue – The eastbound approach is projected to operate at LOS "F during the weekday PM peak hour, and at LOS "B" during the other three peak hours analyzed. The westbound approach is projected to operate at LOS "D" during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed. The northbound and southbound approaches to this intersection are projected to operate at LOS "C" during all four peak hours analyzed. The intersection is projected to operate at LOS "E" or better overall during the weekday PM peak hour and at LOS "C" overall during the other three peak hours analyzed.

- East 125th Street/Madison Avenue – The eastbound approach to this intersection is projected to operate at LOS "C" during the weekday AM peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. The westbound and northbound approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" overall during the weekday AM and midday peak hours, and at LOS "E" during the weekday PM and Saturday midday peak hours.

- 125th Street/Fifth Avenue – The southbound approach is projected to operate at LOS "C" during the weekday midday and Saturday midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "F" during the weekday AM peak hour. The westbound approach is projected to operate at LOS "C" during the weekday AM, midday and PM peak hours, and at LOS "F" during the Saturday midday peak hour. The eastbound approach is projected to operate at LOS "C" during the weekday AM peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. This intersection is projected to operate at LOS "C" overall during the weekday midday peak hour, at LOS "E" overall during the weekday AM and PM peak hours, and at LOS "F" overall during the Saturday midday peak hour.

- West 125th Street/Lenox Avenue – The eastbound approach to this intersection is projected to operate at LOS "B" during the weekday AM peak hour, at LOS "C" during the weekday midday and PM peak hours, and at LOS "F" during the Saturday midday peak hour. The westbound approach to this intersection is projected to operate at LOS "C" during the weekday AM, midday and PM peak hours, and at LOS "F" during the Saturday midday peak hour. The northbound approach is projected to operate at LOS "D" during the weekday PM peak hour, and at LOS "C" overall during the other three peak hours analyzed. The southbound approach is projected to operate at LOS "D"

during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed. The intersection is projected to operate at LOS "C" overall during the weekday AM, midday and PM peak hours, and at LOS "F" overall during the Saturday midday peak hour.

- West 125th Street/Adam Clayton Powell Jr. Boulevard – The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "C" during the weekday AM peak hour and at LOS "F" during the three other peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday AM peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. This intersection is projected to operate at LOS "C" overall during the weekday AM peak hour, at LOS "D" overall during the weekday midday peak hour, and at LOS "F" overall during the weekday PM and Saturday midday peak hours.

- West 125th Street/Frederick Douglass Boulevard – The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "F" during the Saturday midday peak hour and at LOS "C" or better during the other three weekday peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "F" during the Saturday midday peak hour. During the three weekday peak hours analyzed, this intersection is projected to operate at LOS "C" overall. During the Saturday midday peak hour, the intersection is projected to operate at LOS "F" overall.

- West 125th Street/St. Nicholas Avenue – The eastbound approach is projected to operate at LOS "C" during the weekday midday peak hour, at LOS "E" during the weekday AM peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. The westbound approach is projected to operate at LOS "D" during the Saturday midday peak hour, and at LOS "B" during the other three peak hours analyzed. The northbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours and at LOS "D" during the weekday PM and Saturday midday peak hours. The southbound approach is projected to operate at LOS "D" during the weekday midday peak hour, at LOS "E" during the weekday AM peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. This intersection is projected to operate at LOS "C" overall during the weekday midday peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "E" overall during the Saturday midday peak hour, and at LOS "F" overall during the weekday PM peak hour.

- West 125th Street/Morningside Avenue – All approaches to the intersection are projected to operate at LOS "C" or better during the weekday midday and PM peak hours. During the weekday AM peak hour, all approaches are projected to operate at LOS "C" or better, except for northbound left-turns which are projected to operate at LOS "D". During the Saturday midday peak hour, all approaches are projected to operate at LOS "C" or better, except the eastbound approach which is projected to operate at LOS "F" and the

westbound approach which is projected to operate at LOS "D". This intersection is projected to operate at LOS "C" or better overall during the three weekday peak hours analyzed. During the Saturday midday peak hour, this intersection is projected to operate at LOS "E" overall.

- West 125th Street/Amsterdam Avenue – During the weekday AM peak hour, all approaches are projected to operate at LOS "C" or better, except for the eastbound through/right-turn approach and southbound left-turns which are projected to operate at LOS "D", and westbound left-turns which are projected to operate at LOS "F". During the weekday midday peak hour, all approaches are projected to operate at LOS "C" or better, except for the northbound right-turn approach which is projected to operate at LOS "D", and the eastbound and westbound left-turn approaches which are projected to also operate at LOS "D". During the weekday PM peak hour, northbound left-turns, the southbound through/right-turn approach, and the westbound through/right-turn approach are projected to operate at LOS "C", and the eastbound approach, southbound left-turns, and the northbound through and right-turn approaches are projected to operate at LOS "D". Also, during the weekday PM peak hour, westbound left-turns are projected to operate at LOS "F". During the Saturday midday peak hour, the northbound and southbound approaches are projected to operate at LOS "C" or better, and the eastbound and westbound approaches are projected to operate at LOS "F". The intersection is projected to operate at LOS "C" overall during the weekday AM and midday peak hours, at LOS "D" overall during the weekday PM peak hour, and at LOS "F" overall during the Saturday midday peak hour.

- West 125th Street/Broadway Avenue – During the weekday AM and weekday midday peak hours, all approaches are projected to operate at LOS "C" or better, except for northbound and southbound left-turns which are projected to operate at LOS "D" during both peak hours. During the weekday PM peak hour, all approaches are projected to operate at LOS "C" or better, except for eastbound, northbound, and southbound left-turns which are projected to operate at LOS "D", and the northbound through approach which is projected to operate at LOS "E". During the Saturday midday peak hour, all approaches are projected to operate at LOS "C" or better, except for northbound right-turns and the southbound through approach which are projected to operate at LOS "D". The intersection is projected to operate at LOS "C" overall during the weekday AM, weekday midday, and Saturday midday peak hours, and at LOS "D" overall during the weekday PM peak hour.

- West 125th Street/St. Clair Place – This intersection is proposed to be signalized as part of the Manhattanville Mixed-Use Zoning District project. Under traffic signal control, all approaches to the intersection are projected to operate at LOS "C" or better during the four peak hours analyzed, with the exception of the eastbound approach which is projected to operate at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "C" or better overall during the four peak hours analyzed.

- West 125th Street/12th Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, except for southbound

left-turns which are projected to operate at LOS "D" during the weekday midday peak hour and at LOS "F" during the Saturday midday peak hour, and westbound right-turns, which are projected to operate at LOS "D" during the Saturday midday peak hour. The intersection is projected to operate at LOS "D" overall during the Saturday midday peak hour, at LOS "C" or better overall during the other three peak hours evaluated.

124th Street Corridor

- East 124th Street/Second Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "B" overall during all four of the peak hours analyzed.

- East 124th Street/Third Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "B" overall during all four of the peak hours analyzed.

- East 124th Street/Lexington Avenue – The southbound approach is projected to operate at LOS "C" or better during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "C" during the Saturday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "E" during the weekday AM and PM peak hours. The intersection is projected to operate at LOS "D" overall during the weekday AM peak hour and at LOS "C" overall during the other three peak hours analyzed.

- East 124th Street/Park Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, with the exception of the southbound approach which is projected to operate at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.

- East 124th Street/Madison Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.

- 124th Street/Fifth Avenue – At this unsignalized "T"-intersection, the southbound left-turn lane is projected to operate at LOS "B" during all four peak hours analyzed. The southbound right-turn lane is projected to operate at LOS "B" during the weekday and Saturday midday peak hours, at LOS "D" during the weekday PM peak hour, and LOS "E" during the weekday AM peak hour.

- West 124th Street/Mt. Morris Park West – At this unsignalized "T"-intersection, the westbound approach is projected to operate at LOS "A" during all four peak hours analyzed.

- West 124th Street/Lenox Avenue – The northbound, southbound, and westbound approaches are projected to operate at LOS "C" or better during all four peak hours

analyzed. The eastbound approach is projected to operate in the LOS "C/D" range during all four peak hours analyzed. The intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.

- West 124th Street/Adam Clayton Powell Jr. Boulevard – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.

- West 124th Street/Frederick Douglass Boulevard – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, with the exception of the eastbound approach which is projected to operate at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.

- West 124th Street/St. Nicholas Avenue-Manhattan Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

116th Street Corridor

- East 116th Street/Park Avenue – All approaches to this intersection are projected to operate at LOS "C" or better during each of the four peak hours analyzed, except the southbound approach which is projected to operate at LOS "E" during the weekday AM peak hour and at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "D" overall during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed.

- West 116th Street/Adam Clayton Powell Jr. Boulevard – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, except for the eastbound and westbound approaches which are projected to operate at LOS "D" and "E", respectively, during the weekday AM peak hour. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

- West 116th Street/Frederick Douglass Boulevard – All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, except for the westbound approach which is projected to operate at LOS "E" during the weekday AM peak hour. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

3.15-3 FUTURE WITH THE PROPOSED ACTION

As noted at the beginning of this chapter, 26 projected development sites have been identified and are analyzed herein for future traffic conditions as the RWCDS. The proposed action would result in a net increase of 2,328 residential dwelling units (DUs), 189,099 square-feet of specialty retail space, 19,488 square-feet of boutique retail space, 436,014 square-feet of office space, and 11,672 square-feet of hotel space on the 26 projected development sites. There would be a reduction of 110,986 square-feet of community facilities/institutional space and 26,824 square-feet of storage/manufacturing space on the 26 projected development sites.

Trip Generation and Assignment

Trip generation was calculated separately for each land use component related to the proposed action. Under the proposed action, the No-Action land uses on the 26 development sites would be redeveloped in the future with in accordance with the land use plan under the Action scenario. As a result, the trip generation analysis takes credit for vehicle trips generated by No-Action land uses that would be displaced.

Tables 3.15-4A and 3.15-4B shows the transportation planning assumptions used to estimate the projected vehicle trips under the No-Action condition, including the sizes of each land use, weekday and Saturday daily trip generation rates, temporal distributions, modal splits, and in/out splits. Table 3.15-4C shows the traffic volumes associated with other specific development projects ("soft sites"). Tables 3.15-5A and 3.15-5B show the corresponding transportation planning assumptions for the Action condition. Table 3.15-6 compares the resulting vehicle trip generation characteristics under No-Action and Action conditions to determine the vehicle trip increments during each of the four peak hours. As shown in Table 3.15-6, the proposed action condition is projected to generate net vehicle trip increments of:

- 329 vehicle trips during the weekday AM peak hour (7:45 to 8:45 AM),
- 493 vehicle trips during the weekday midday peak hour (1:00 to 2:00 PM),
- 724 vehicle trips during the weekday PM peak hour (4:00 to 5:00 PM), and
- 571 vehicle trips during the Saturday midday peak hour (1:00 to 2:00 PM).

The resulting vehicle trips were assigned to the study area based on their anticipated origins and destinations, using the most direct routes to and from each of the 26 projected development sites. Figures 3.15-10 to 3.15-13 show the incremental traffic assignments generated by the proposed action during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. Figures 3.15-14 to 3.15-17 show the total traffic volumes under the Action condition for each of the four analysis peak hours, which are a combination of the incremental project-related traffic and the traffic volumes in the future No-Action condition.

Table 3-15.4A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,827	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	69	422	213	502
Office/Commercial [5]	12,932	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	28	35	33	3
Total Square Footage (n/a residential and hotel)	**23,759**								**TOTAL PERSON TRIPS**	**97**	**457**	**246**	**505**

Site #2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,983	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	102	623	315	741
Office/Commercial [5]	30,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	65	81	76	7
Total Square Footage (n/a residential and hotel)	**46,167**								**TOTAL PERSON TRIPS**	**167**	**704**	**391**	**748**

Site #3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional [8b]	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Total Square Footage (n/a residential and hotel)	**11,890**								**TOTAL PERSON TRIPS**	**28**	**36**	**35**	**17**

Site #4

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,858	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	69	423	214	503
Office/Commercial [5]	10,858	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	23	29	27	3
Total Square Footage (n/a residential and hotel)	**21,716**								**TOTAL PERSON TRIPS**	**92**	**452**	**241**	**506**

Site #5

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential [2]	N/A	32	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	26	13	28	18
Total Square Footage (n/a residential and hotel)	**7,636**								**TOTAL PERSON TRIPS**	**74**	**310**	**179**	**372**

Site #6

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Office/Commercial [5]	33,740	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	73	91	85	8
Total Square Footage (n/a residential and hotel)	**33,740**								**TOTAL PERSON TRIPS**	**73**	**91**	**85**	**8**

Table 3-15.4A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #7

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,540	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	411	207	489
Total Square Footage (n/a residential and hotel)	**10,540**								**TOTAL PERSON TRIPS**	**67**	**411**	**207**	**489**

Site #8

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	26,424	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	168	1,029	520	1,225
Office/Commercial [5]	12,707	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	27	34	32	3
Total Square Footage (n/a residential and hotel)	**39,131**								**TOTAL PERSON TRIPS**	**195**	**1,064**	**552**	**1,228**

Site #9

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	102,955	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,555	1,604	1,966
Total Square Footage (n/a residential and hotel)	**102,955**								**TOTAL PERSON TRIPS**	**0**	**1,555**	**1,604**	**1,966**

Site #10

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	38,000	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	574	592	726
Total Square Footage (n/a residential and hotel)	**38,000**								**TOTAL PERSON TRIPS**	**0**	**574**	**592**	**726**

Site #11

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	17,614	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	112	686	347	817
Office/Commercial [5]	5,046	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	11	14	13	1
Total Square Footage (n/a residential and hotel)	**22,660**								**TOTAL PERSON TRIPS**	**123**	**700**	**359**	**818**

Site #12

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	27,950	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	178	1,089	550	1,296
Total Square Footage (n/a residential and hotel)	**27,950**								**TOTAL PERSON TRIPS**	**178**	**1,089**	**550**	**1,296**

Site #13

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	90,828	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,372	1,415	1,735
Total Square Footage (n/a residential and hotel)	**90,828**								**TOTAL PERSON TRIPS**	**0**	**1,372**	**1,415**	**1,735**

Table 3-15.4A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #14

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	19,521	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	124	760	384	905
Office/Commercial [5]	7,699	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	17	21	19	2
Storage/Manufacturing [9]	13,274	N/A	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	13	10	14	2
Total Square Footage (n/a residential and hotel)	**40,494**							**TOTAL PERSON TRIPS**		**153**	**791**	**417**	**909**

Site #15

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Community Facility/Institutional [8a]	39,095	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	101	129	133	104
Community Facility/Institutional [8b]	39,095	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	84	106	99	9
Residential [2]	N/A	73	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	59	29	65	41
Total Square Footage (n/a residential and hotel)	**99,908**							**TOTAL PERSON TRIPS**		**383**	**1,110**	**724**	**1,162**

Site #16

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,767	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	614	310	731
Office/Commercial [5]	1,261	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	3	3	3	0
Total Square Footage (n/a residential and hotel)	**17,028**							**TOTAL PERSON TRIPS**		**103**	**618**	**313**	**731**

Site #17

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,722	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	68	418	211	497
Residential [2]	N/A	29	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	23	12	26	16
Total Square Footage (n/a residential and hotel)	**10,722**							**TOTAL PERSON TRIPS**		**92**	**429**	**237**	**513**

Site #18

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,473	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	47	291	147	346
Office/Commercial [5]	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Community Facility/Institutional [8a]	14,047	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	36	46	48	37
Community Facility/Institutional [8b]	14,047	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	30	38	35	3
Residential [2]	N/A	39	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	31	16	35	22
Total Square Footage (n/a residential and hotel)	**35,567**							**TOTAL PERSON TRIPS**		**146**	**391**	**265**	**409**

Table 3-15.4A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #19

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional [8b]	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Total Square Footage (n/a residential and hotel)	**20,586**								**TOTAL PERSON TRIPS**	**49**	**62**	**61**	**30**

Site #20

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	4,289	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	167	84	199
Residential [2]	N/A	18	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	15	7	16	10
Total Square Footage (n/a residential and hotel)	**4,289**								**TOTAL PERSON TRIPS**	**42**	**174**	**100**	**209**

Site #21

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional [8b]	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial [5]	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail [3]	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	**536,900**								**TOTAL PERSON TRIPS**	**937**	**2,817**	**2,799**	**2,249**

Site #22

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	52,680	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	796	821	1,006
Office/Commercial [5]	25,591	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	55	69	64	6
Total Square Footage (n/a residential and hotel)	**78,271**								**TOTAL PERSON TRIPS**	**55**	**865**	**885**	**1,012**

Site #23

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	11,643	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	74	453	229	540
Hotel [6,7]	8,512	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	9	11	11	17
Residential [2]	N/A	20	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	16	8	18	11
Total Square Footage (n/a residential and hotel)	**20,155**								**TOTAL PERSON TRIPS**	**99**	**473**	**258**	**568**

Table 3-15.4A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #24

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	5,200	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	33	203	102	241
Storage/Manufacturing [9]	13,550	N/A	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	13	10	14	2
Total Square Footage (n/a residential and hotel)	**18,750**					**TOTAL PERSON TRIPS**				**46**	**213**	**116**	**243**

Site #25

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	8,550	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	54	333	168	396
Community Facility/Institutional [8a]	4,275	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	11	14	15	11
Community Facility/Institutional [8b]	4,275	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	9	12	11	1
Total Square Footage (n/a residential and hotel)	**17,100**					**TOTAL PERSON TRIPS**				**75**	**359**	**194**	**409**

Site #26

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential [2]	N/A	93	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	75	38	83	53
Total Square Footage (n/a residential and hotel)	**9,314**					**TOTAL PERSON TRIPS**				**134**	**400**	**266**	**484**

TOTAL EXISTING VEHICLE TRIPS	**1,386,056**									**3,408**	**17,515**	**13,092**	**19,343**

Footnotes:
1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

This table was revised subsequent to the release of the DEIS.

Table 3-15.4B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #1

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	69	422	213	502	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*4*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**11**	**5**	**5**	**5**	**3**	**3**	**13**	**7**	**5**
Office/Commercial [5]	28	35	33	3	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	6	6	0	2	1	1	7	0	7	1	0	0
																					8	**7**	**1**	**13**	**6**	**7**	**12**	**3**	**9**	**13**	**8**	**6**

Site #2

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	102	623	315	741	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	11	5	5	25	14	11
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**3**	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**4**	**19**	**11**	**8**
Office/Commercial [5]	65	81	76	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	14	13	1	5	2	3	16	1	15	2	1	1
																					17	**15**	**2**	**21**	**10**	**11**	**24**	**5**	**19**	**20**	**11**	**9**

Site #3

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional [8b]	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	0	1	3	0	3	0	0	0
																					4	**3**	**1**	**3**	**1**	**1**	**5**	**2**	**3**	**2**	**1**	**1**

Site #4

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	69	423	214	503	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*4*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**11**	**5**	**5**	**5**	**3**	**3**	**13**	**7**	**5**
Office/Commercial [5]	23	29	27	3	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	6	1	0	0
																					7	**6**	**1**	**13**	**6**	**7**	**11**	**3**	**8**	**13**	**8**	**6**

Site #5

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	26	13	28	18	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	0	0	0	1	0	0	1	0	0
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Residential [2]	26	13	28	18	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**2**	**0**	**2**	**1**	**1**	**1**	**2**	**2**	**1**	**2**	**1**	**1**
																					3	**1**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**

Site #6

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Office/Commercial [5]	73	91	85	8	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	16	15	1	6	2	4	18	1	17	2	1	1
																					16	**15**	**1**	**6**	**2**	**4**	**18**	**1**	**17**	**2**	**1**	**1**

Site #7

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	67	411	207	489	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	3	3	16	9	7
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
																					2	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**

Site #8

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	168	1,029	520	1,225	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	35	17	17	17	9	9	41	23	18
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*9*	*4*	*4*	*4*	*2*	*2*	*10*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**6**	**3**	**3**	**26**	**13**	**13**	**13**	**7**	**7**	**31**	**17**	**13**
Office/Commercial [5]	27	34	32	3	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	6	6	0	2	1	1	7	0	7	1	0	0
																					12	**8**	**3**	**28**	**14**	**14**	**20**	**7**	**13**	**31**	**18**	**14**

Site #9

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,555	1,604	1,966	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	246	123	123	254	127	127	311	171	140
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*61*	*31*	*31*	*63*	*32*	*32*	*78*	*39*	*39*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**
																					0	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**

Site #10

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	574	592	726	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	91	45	45	94	47	47	115	63	52
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*23*	*11*	*11*	*23*	*12*	*12*	*29*	*14*	*14*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**
																					0	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**

Site #11

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	112	686	347	817	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	23	12	12	12	6	6	27	15	12
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*1*	*1*	*7*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**4**	**2**	**2**	**17**	**9**	**9**	**9**	**4**	**4**	**21**	**12**	**9**
Office/Commercial [5]	11	14	13	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	2	2	0	1	0	1	3	0	3	0	0	0
																					6	**4**	**2**	**18**	**9**	**9**	**11**	**4**	**7**	**21**	**12**	**9**

Table 3-15.4B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #12

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	178	1,089	550	1,296	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	37	18	18	18	9	9	43	24	20
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*9*	*5*	*5*	*5*	*2*	*2*	*11*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**6**	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**
																					6	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**

Site #13

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,372	1,415	1,735	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	217	108	108	224	112	112	274	151	123
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*54*	*27*	*27*	*56*	*28*	*28*	*69*	*34*	*34*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**
																					0	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**

Site #14

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	124	760	384	905	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	26	13	13	13	6	6	30	17	14
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**4**	**2**	**2**	**19**	**10**	**10**	**10**	**5**	**5**	**23**	**13**	**10**
Office/Commercial [5]	17	21	19	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	4	3	0	1	1	1	4	0	4	0	0	0
Storage/Manufacturing[9]	13	10	14	2	33.0%	0.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	2	0	1	0	0	3	0	2	0	0	0
																					10	**8**	**3**	**21**	**10**	**11**	**17**	**5**	**11**	**24**	**13**	**10**

Site #15

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	138	846	427	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	34	19	15
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Community Facility/Institutional [8a]	101	129	133	104	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	9	4	5	11	6	5	12	9	3	9	5	4
Community Facility/Institutional [8b]	84	106	99	9	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	18	17	1	7	3	4	21	1	20	2	1	1
Residential [2]	59	29	65	41	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
																					37	**24**	**13**	**42**	**21**	**21**	**49**	**19**	**30**	**40**	**22**	**18**

Site #16

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	100	614	310	731	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	10	5	5	25	13	11
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**3**	**2**	**2**	**15**	**8**	**8**	**8**	**4**	**4**	**18**	**10**	**8**
Office/Commercial [5]	3	3	3	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	1	0	0	0	0	1	0	1	0	0	0
																					4	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**5**	**18**	**10**	**8**

Site #17

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	68	418	211	497	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*4*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**11**	**5**	**5**	**5**	**3**	**3**	**13**	**7**	**5**
Residential [2]	23	12	26	16	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**2**	**0**	**2**	**1**	**1**	**1**	**2**	**2**	**1**	**1**	**1**	**1**
																					4	**1**	**3**	**12**	**6**	**6**	**8**	**4**	**3**	**14**	**8**	**6**

Site #18

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	47	291	147	346	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	2	2	12	6	5
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Office/Commercial [5]	0	0	0	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Community Facility/Institutional [8a]	36	46	48	37	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	3	1	2	4	2	2	4	3	1	3	2	2
Community Facility/Institutional [8b]	30	38	35	3	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	7	6	0	3	1	2	8	0	7	1	0	0
Residential [2]	31	16	35	22	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**3**	**0**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**
																					14	**9**	**5**	**15**	**8**	**8**	**19**	**8**	**11**	**15**	**8**	**7**

Site #19

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	27	28	26	2	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	2	1	1	2	2	1	0	0	0
Community Facility/Institutional [8b]	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
																					0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site #20

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	27	167	84	199	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	6	3	3	3	1	1	7	4	3
Residential [2]	15	7	16	10	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
																					2	**1**	**2**	**6**	**3**	**3**	**4**	**2**	**2**	**8**	**4**	**3**

Site #21

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional [8b]	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial [5]	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail [3]	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329	181	148
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*65*	*32*	*32*	*67*	*34*	*34*	*82*	*41*	*41*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**195**	**97**	**97**	**201**	**101**	**101**	**247**	**140**	**107**
																					192	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**

Table 3-15.4B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
NO ACTION CONDITIONS

Site #22

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	796	821	1,006	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	126	63	63	130	65	65	159	88	72
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*31*	*16*	*16*	*32*	*16*	*16*	*40*	*20*	*20*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**94**	**47**	**47**	**97**	**49**	**49**	**119**	**68**	**52**
Office/Commercial [5]	55	69	64	6	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	12	11	0	5	2	3	14	1	13	1	1	1
																					12	**11**	**0**	**99**	**49**	**50**	**111**	**49**	**62**	**121**	**68**	**52**

Site #23

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	74	453	229	540	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	15	8	8	8	4	4	18	10	8
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*4*	*2*	*2*	*2*	*1*	*1*	*5*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**11**	**6**	**6**	**6**	**3**	**3**	**14**	**8**	**6**
Hotel [6,7]	9	11	11	17	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	2	1	1	3	2	1	3	2	1	5	3	2
Residential [2]	16	8	18	11	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**1**	**0**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**
																					6	**2**	**4**	**15**	**8**	**7**	**10**	**6**	**5**	**19**	**11**	**8**

Site #24

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	33	203	102	241	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	1	1	7	3	3	3	2	2	8	4	4
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*0*	*0*	*2*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**1**	**1**	**1**	**5**	**3**	**3**	**3**	**1**	**1**	**6**	**3**	**3**
Storage/Manufacturing[8]	13	10	14	2	33.0%	0.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	2	0	1	0	0	3	0	2	0	0	0
																					4	**3**	**1**	**6**	**3**	**3**	**5**	**2**	**4**	**6**	**4**	**3**

Site #25

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	54	333	168	396	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	6	6	6	3	3	13	7	6
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*3*	*1*	*1*	*1*	*1*	*1*	*3*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**8**	**4**	**4**	**4**	**2**	**2**	**10**	**6**	**4**
Community Facility/Institutional [8a]	11	14	15	11	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	0	1	1	1	1	1	1	0	1	1	0
Community Facility/Institutional [8b]	9	12	11	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	2	2	0	1	0	0	2	0	2	0	0	0
																					5	**3**	**2**	**10**	**5**	**5**	**8**	**3**	**5**	**11**	**6**	**5**

Site #26

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Residential [2]	75	38	83	53	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**
																					9	**2**	**7**	**12**	**6**	**6**	**12**	**7**	**4**	**15**	**8**	**7**

TOTAL EXISTING VEHICLE TRIPS																					**380**	**311**	**69**	**1,085**	**532**	**553**	**1,230**	**478**	**752**	**1,239**	**701**	**538**

Footnotes:
1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Developm
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturda

This table was revised subsequent to the release of the DEIS.

Table 3.15-4C

Estimated Peak Hour Trip Generation Characteristics for No-Action Development Sites
125th Street Corridor Rezoning and Related Action EIS

No-Action Projects	Project Location	Land Use(s)	Size		No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
			(sq. ft.)	(Number of Dwelling Units)				Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Manhattanville Rezoning [1]	Between 125th Street and 135th Street and Broadway and Twelfth Avenue	Mixed	1,524,600									1,656	1,956	1,841	1,956
East 125th Street Redevelopment [2]	Between 125th Street and 127th Street and Second Avenue and Third Avenue	Residential		1,000		8.075 per dwelling unit	7.678 per dwelling unit	9.1%	4.7%	10.7%	8.2%	735	380	864	630
		Retail	470,000			82.59 per 1000 sf	109.72 per 1000 sf	2.3%	8.7%	8.9%	11.5%	893	3,377	3,455	5,904
		Office	300,000			18.00 per 1000 sf	0.90 per 1000 sf	11.8%	15.0%	13.7%	15.0%	636	810	740	40
		Hotel	100,000	130 (rooms)		9.4 per room	8.61 per room	6.6%	8.3%	7.7%	7.5%	81	102	94	84
		Caltural Facility	30,000	500 (seat)		2.19 per seat	2.19 per seat	0.0%	11.0%	20.0%	25.0%	0	121	218	274
East River Plaza [3]	FDR Drive between 116th Street and 119th Street	Retail	475,000		1,248 + 100 for employees			0.8%				374	4,687	4,547	6,385
		Office	18,300					12.0%				40			
Harlem Hospital Center [4]	East side of Lenox Avenue between 135th Street and 136th Street	Hospital	150,000									53	17	53	---
Fifth on the Park [5]	Fifth Avenue between 119th Street and 120th Street	Residential	297,670	194	117	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	157	78	172	110
All Saints Housing (HPD) [6]	1940-1952 Park Avenue	Residential		100		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	81	40	89	57
The Nave (HPD) [6]	2083-2091 Madison Avenue	Residential		118		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	95	48	105	67
West 127th Street (HPD) [6]	340-352 St. Nicholas Avenue	Residential		205		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	166	83	182	116
The Kalahari Apartments (HPD) [6]	South side of 116th Street between Fifth Avenue and Lenox Avenue	Residential		249		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	201	101	221	141
Avant Caribe (HPD) [6]	Fifth Avenue at 111th Street	Residential		350		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	283	141	311	198
											TOTAL PERSON TRIPS=	**5,450**	**11,941**	**12,892**	**15,960**

FOOTNOTES:
(1) Manhattanville Rezoning:
* Source for weekday AM, Midday and PM trip generation: *Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Used Development report, January 12, 2007.*
* Person-trip generation for Saturday: *Pushkarev and Zupan, Urban Space for Pedestrians, 1975.*
* Vehicle-trip generation for Saturday:*Residential modal split derived from Census 2000 Journey-to-Work data.*
* Saturday Midday trip generation is same as Weekday Midday.
(2) East 125th Street Redevelopment:
* Source: Draft Technical Memorandum, August 23 2007. *Provided by Philip Habib & Associates.*
(3) East River Plaza:
* Source for MD, PM and Saturday trip generation: *East River Plaza EIS, August 19, 1999.*
* Source for AM temporal distribution for retail: *ITE Land Use Code 820.*
* Source for AM temporal distribution for office: *Pushkarev and Zupan, Urban Space for Pedestrians, 1975.*
* Source for AM mode split for retail: *Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption..*
* Source for AM mode split for office: *Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data.*
(4) Harlem Hospital Center:
* Source for weekday AM, Midday and PM: *Harlem Hospital Center Modernization Project Draft EIS, 2005.*
* Saturday vehicle-trip generation based on *Coney Island Hospital Parking Accumulation Study by UAI (Person trip data unavailable for Saturday).*
(5) Fifth on the Park:
* Source: *http://www.newyorkresidence.com*
(6) All NYC Department of Housing Preservation and Development (HPD) sites:
* Source: *The New York City Department of Housing Preservation and Development (HPD)*
(7) General:
* Daily person-trip generation rates based on *CEQR Technical Manual,* Table 3O-2.
* Person-trip generation for Saturday: *Pushkarev and Zupan, Urban Space for Pedestrians, 1975.*
* Vehicle estimated mode split is based on *Residential modal split derived from Census 2000 Journey-to-Work data.*

This table was revised subsequent to the release of the DEIS.

Table 3.15-4C (continued)

Estimated Peak Hour Trip Generation Characteristics for No-Action Development Sites
125th Street Corridor Rezoning and Related Action EIS

No-Action Projects	Project Location	Estimated Mode Split								Estimated Vehicle-Trip Generation Characteristics											
		Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
										Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Manhattanville Rezoning [1]	Between 125th Street and 135th Street and Broadway and Twelfth Avenue									310	252	58	156	78	78	307	67	240	156	78	78
East 125th Street Redevelopment [2]	Between 125th Street and 127th Street and Second Avenue and Third Avenue									101	25	76	52	26	26	108	69	39	110	55	55
										133	74	59	484	255	229	497	241	256	649	343	306
										65	57	8	21	9	12	74	9	65	3	2	1
										22	10	12	27	16	11	26	14	12	23	12	11
										0	0	0	41	28	13	62	31	31	90	62	28
East River Plaza [3]	FDR Drive between 116th Street and 119th Street	9.0%	14.5%							44	22	22	1,688	856	832	1,621	788	833	1,852	973	879
		33.0%	2.0%							9	8	0									
Harlem Hospital Center [4]	East side of Lenox Avenue between 135th Street and 136th Street									16	11	5	5	3	2	16	6	10	15	8	7
Fifth on the Park[5]	Fifth Avenue between 119th Street and 120th Street	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	14	2	12	7	3	3	15	10	4	10	5	5
All Saints Housing (HPD)[6]	1940-1952 Park Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	7	1	6	4	2	2	8	5	2	5	2	2
The Nave (HPD)[6]	2083-2091 Madison Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	8	1	7	4	2	2	9	6	3	6	3	3
West 127 Street (HPD)[6]	340-352 St. Nicholas Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	14	2	12	7	4	4	16	11	5	10	5	5
The Kalahari Apartments (HPD)[6]	South side of 116th Street between Fifth Avenue and Lenox Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	17	3	15	9	4	4	19	13	6	12	6	6
Avant Caribe (HPD)[6]	Fifth Avenue at 111th Street	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	25	4	21	12	6	6	27	19	8	17	9	9
TOTAL NET NO-ACTION VEHICULAR TRIPS =										**785**	**472**	**313**	**2,517**	**1,292**	**1,224**	**2,805**	**1,291**	**1,514**	**2,958**	**1,563**	**1,395**

FOOTNOTES:
(1) Manhattanville Rezoning:
* Source for weekday AM, Midday and PM trip generation: *Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Used Development report, January 12, 2007.*
* Person-trip generation for Saturday: *Pushkarev and Zupan, Urban Space for Pedestrians, 1975*.
* Vehicle-trip generation for Saturday:*Residential modal split derived from Census 2000 Journey-to-Work data.*
* Saturday Midday trip generation is same as Weekday Midday.
(2) East 125th Street Redevelopment:
* Source: Draft Technical Memorandum, August 23 2007. *Provided by Philip Habib & Associates.*
(3) East River Plaza:
* Source for MD, PM and Saturday trip generation: *East River Plaza EIS, August 19, 1999.*
* Source for AM temporal distribution for retail: *ITE Land Use Code 820.*
* Source for AM temporal distribution for office: *Pushkarev and Zupan, Urban Space for Pedestrians, 1975.*
* Source for AM mode split for retail: *Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption..*
* Source for AM mode split for office: *Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data.*
(4) Harlem Hospital Center:
* Source for weekday AM, Midday and PM: *Harlem Hospital Center Modernization Project Draft EIS, 2005.*
* Saturday vehicle-trip generation based on *Coney Island Hospital Parking Accumulation Study by UAI (Person trip data unavailable for Saturday).*
(5) Fifth on the Park:
* Source: *http://www.newyorkresidence.com*
(6) All NYC Department of Housing Preservation and Development (HPD) sites:
* Source: *The New York City Department of Housing Preservation and Development (HPD)*
(7) General:
* Daily person-trip generation rates based on *CEQR Technical Manual,* Table 3O-2.
* Person-trip generation for Saturday: *Pushkarev and Zupan, Urban Space for Pedestrians, 1975.*
* Vehicle estimated mode split is based on *Residential modal split derived from Census 2000 Journey-to-Work data.*

This table was revised subsequent to the release of the DEIS.

Table 3.15-5A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,299	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	362	183	431
Office/Commercial [5]	49,777	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	108	134	125	12
Total Square Footage (n/a residential and hotel)	**59,076**								**TOTAL PERSON TRIPS**	**167**	**497**	**308**	**443**

Site #2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	33,971	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	513	529	649
Office/Commercial [5]	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Residential [2]	N/A	122	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	99	49	108	69
Total Square Footage (n/a residential and hotel)	**33,971**								**TOTAL PERSON TRIPS**	**99**	**562**	**638**	**718**

Site #3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional [8b]	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Residential [2]	N/A	75	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	61	30	67	42
Boutique Retail [4]	10,604	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	413	209	492
Total Square Footage (n/a residential and hotel)	**22,494**								**TOTAL PERSON TRIPS**	**156**	**479**	**310**	**551**

Site #4

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,122	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	64	394	199	469
Office/Commercial [5]	54,181	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	117	146	137	13
Total Square Footage (n/a residential and hotel)	**64,303**								**TOTAL PERSON TRIPS**	**181**	**541**	**336**	**482**

Site #5

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential [2]	N/A	63	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	51	25	56	36
Total Square Footage (n/a residential and hotel)	**7,636**								**TOTAL PERSON TRIPS**	**99**	**323**	**206**	**390**

Site #6

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,250	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	135	828	418	985
Residential [2]	N/A	143	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	115	58	127	81
Total Square Footage (n/a residential and hotel)	**21,250**								**TOTAL PERSON TRIPS**	**251**	**885**	**545**	**1,066**

Site #7

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	17,156	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	109	668	338	795
Office/Commercial [5]	20,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	44	54	51	5
Hotel [6,7]	20,184	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	22	27	25	40
Total Square Footage (n/a residential and hotel)	**57,524**								**TOTAL PERSON TRIPS**	**174**	**750**	**414**	**840**

Table 3.15-5A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #8

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	47,110	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	712	734	900
Residential [2]	N/A	185	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	149	75	164	105
Total Square Footage (n/a residential and hotel)	**47,110**								**TOTAL PERSON TRIPS**	**149**	**786**	**898**	**1,004**

Site #9

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	68,359	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,033	1,065	1,306
Residential [2]	N/A	264	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	213	107	234	149
Total Square Footage (n/a residential and hotel)	**68,359**								**TOTAL PERSON TRIPS**	**213**	**1,139**	**1,300**	**1,455**

Site #10

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	150,630	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	2,275	2,347	2,877
Office/Commercial [5]	451,890	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	976	1,220	1,139	108
Total Square Footage (n/a residential and hotel)	**602,520**								**TOTAL PERSON TRIPS**	**976**	**3,495**	**3,486**	**2,985**

Site #11

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	89	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	72	36	79	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**208**	**871**	**501**	**1,044**

Site #12

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	42,889	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	648	668	819
Residential [2]	N/A	168	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	136	68	149	95
Total Square Footage (n/a residential and hotel)	**42,889**								**TOTAL PERSON TRIPS**	**136**	**716**	**818**	**914**

Site #13

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	51,469	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	777	802	983
Residential [2]	N/A	200	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	162	81	178	113
Total Square Footage (n/a residential and hotel)	**51,469**								**TOTAL PERSON TRIPS**	**162**	**858**	**980**	**1,096**

Site #14

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	27,176	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	173	1,059	535	1,260
Residential [2]	N/A	183	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	148	74	163	103
Total Square Footage (n/a residential and hotel)	**27,176**								**TOTAL PERSON TRIPS**	**320**	**1,132**	**697**	**1,363**

Table 3.15-5A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #15

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Residential [2]	N/A	90	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	73	36	80	51
Total Square Footage (n/a residential and hotel)	**21,719**								**TOTAL PERSON TRIPS**	**211**	**882**	**507**	**1,058**

Site #16

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	25,806	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	164	1,005	508	1,196
Residential [2]	N/A	106	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	86	43	94	60
Total Square Footage (n/a residential and hotel)	**25,806**								**TOTAL PERSON TRIPS**	**250**	**1,048**	**602**	**1,256**

Site #17

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**207**	**871**	**500**	**1,044**

Site #18

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,473	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	47	291	147	346
Community Facility/Institutional [8a]	1,924	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	5	6	7	5
Community Facility/Institutional [8b]	1,924	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	4	5	5	0
Residential [2]	N/A	34	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	27	14	30	19
Total Square Footage (n/a residential and hotel)	**11,321**								**TOTAL PERSON TRIPS**	**84**	**316**	**189**	**371**

Site #19

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional [8b]	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Boutique Retail [4]	22,938	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Residential [2]	N/A	99	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	80	40	88	56
Total Square Footage (n/a residential and hotel)	**43,524**								**TOTAL PERSON TRIPS**	**275**	**995**	**600**	**1,149**

Site #20

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	4,289	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	167	84	199
Residential [2]	N/A	18	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	15	7	16	10
Total Square Footage (n/a residential and hotel)	**4,289**								**TOTAL PERSON TRIPS**	**42**	**174**	**100**	**209**

Table 3.15-5A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #21

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional [8b]	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial [5]	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail [3]	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	**536,900**								**TOTAL PERSON TRIPS**	**937**	**2,817**	**2,799**	**2,249**

Site #22

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	39,068	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746
Residential [2]	N/A	140	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	113	57	124	79
Total Square Footage (n/a residential and hotel)	**39,068**								**TOTAL PERSON TRIPS**	**113**	**647**	**733**	**825**

Site #23

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	40,066	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential [2]	N/A	179	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	145	72	159	101
Total Square Footage (n/a residential and hotel)	**40,066**								**TOTAL PERSON TRIPS**	**145**	**677**	**783**	**866**

Site #24

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,698	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728
Residential [2]	N/A	131	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	106	53	116	74
Total Square Footage (n/a residential and hotel)	**15,698**								**TOTAL PERSON TRIPS**	**206**	**664**	**425**	**802**

Site #25

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	8,150	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378
Residential [2]	N/A	68	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	55	27	60	38
Total Square Footage (n/a residential and hotel)	**8,150**								**TOTAL PERSON TRIPS**	**107**	**345**	**221**	**416**

Site #26

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential [2]	N/A	187	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	151	76	166	106
Total Square Footage (n/a residential and hotel)	**9,314**								**TOTAL PERSON TRIPS**	**210**	**438**	**349**	**538**

TOTAL EXISTING VEHICLE TRIPS	**1,904,520**	**6,076**	**22,910**	**19,247**	**25,137**

Footnotes:
1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

This table was revised subsequent to the release of the DEIS.

Table 3.15-5B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #1

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	362	183	431	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Office/Commercial [5]	108	134	125	12	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	23	22	1	9	3	5	27	1	26	3	2	1
																					25	**23**	**2**	**18**	**8**	**10**	**31**	**4**	**28**	**13**	**8**	**6**

Site #2

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	513	529	649	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	81	41	41	84	42	42	103	56	46
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*20*	*10*	*10*	*21*	*10*	*10*	*26*	*13*	*13*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**61**	**30**	**30**	**63**	**31**	**31**	**77**	**44**	**33**
Office/Commercial [5]	0	0	0	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Residential [2]	99	49	108	69	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**7**	**4**	**2**	**2**	**9**	**7**	**3**	**6**	**3**	**3**
																					0	**0**	**0**	**61**	**30**	**30**	**63**	**31**	**31**	**77**	**44**	**33**

Site #3

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional [8b]	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	0	1	3	0	3	0	0	0
Boutique Retail [4]	67	413	209	492	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	16	9	7
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Residential [2]	61	30	67	42	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
																					12	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**

Site #4

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	64	394	199	469	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	13	7	7	7	3	3	16	9	7
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Office/Commercial [5]	117	146	137	13	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	25	24	1	10	4	6	29	1	28	3	2	1
																					27	**25**	**2**	**20**	**9**	**11**	**34**	**4**	**30**	**15**	**8**	**6**

Site #5

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	51	25	56	36	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	1	0	0	2	1	1	1	1	1
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**1**	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**0**
Residential [2]	51	25	56	36	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**4**	**1**	**4**	**2**	**1**	**1**	**5**	**3**	**1**	**3**	**2**	**2**
																					6	**2**	**5**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**

Site #6

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	135	828	418	985	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*7*	*3*	*3*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**5**	**2**	**2**	**21**	**10**	**10**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	115	58	127	81	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**2**	**9**	**5**	**3**	**3**	**11**	**8**	**3**	**7**	**4**	**4**
																					15	**4**	**11**	**26**	**13**	**13**	**22**	**13**	**9**	**32**	**18**	**14**

Site #7

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	109	668	338	795	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	22	11	11	11	6	6	27	15	12
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*1*	*1*	*7*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**4**	**2**	**2**	**17**	**8**	**8**	**8**	**4**	**4**	**20**	**11**	**9**
Office/Commercial [5]	44	54	51	5	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	9	9	0	4	1	2	11	1	10	1	1	0
Hotel [6,7]	22	27	25	40	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	6	2	3	7	5	2	7	4	3	11	6	5
																					19	**13**	**6**	**28**	**15**	**13**	**26**	**9**	**17**	**32**	**18**	**14**

Site #8

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	712	734	900	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	113	56	56	116	58	58	142	78	64
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*28*	*14*	*14*	*29*	*15*	*15*	*36*	*18*	*18*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**84**	**42**	**42**	**87**	**44**	**44**	**107**	**60**	**46**
Residential [2]	149	75	164	105	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					13	**2**	**11**	**91**	**45**	**45**	**101**	**54**	**48**	**116**	**65**	**51**

Site #9

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,033	1,065	1,306	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	163	82	82	168	84	84	206	114	93
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*41*	*20*	*20*	*42*	*21*	*21*	*52*	*26*	*26*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**122**	**61**	**61**	**126**	**63**	**63**	**155**	**88**	**67**
Residential [2]	213	107	234	149	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**19**	**3**	**16**	**9**	**5**	**5**	**20**	**14**	**6**	**13**	**6**	**6**
																					19	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**

Table 3.15-5B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #10

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	2,275	2,347	2,877	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	360	180	180	371	186	186	455	250	205
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*90*	*45*	*45*	*93*	*46*	*46*	*114*	*57*	*57*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**270**	**135**	**135**	**278**	**139**	**139**	**341**	**193**	**148**
Office/Commercial [5]	976	1,220	1,139	108	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	209	201	8	81	31	49	244	12	232	23	14	9
																					209	**201**	**8**	**350**	**166**	**184**	**522**	**151**	**371**	**364**	**207**	**157**

Site #11

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	72	36	79	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #12

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	648	668	819	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	102	51	51	106	53	53	130	71	58
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*26*	*13*	*13*	*26*	*13*	*13*	*32*	*16*	*16*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**77**	**38**	**38**	**79**	**40**	**40**	**97**	**55**	**42**
Residential [2]	136	68	149	95	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
																					12	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**

Site #13

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	777	802	983	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	123	61	61	127	63	63	155	85	70
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*31*	*15*	*15*	*32*	*16*	*16*	*39*	*19*	*19*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**92**	**46**	**46**	**95**	**48**	**48**	**117**	**66**	**51**
Residential [2]	162	81	178	113	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**14**	**2**	**12**	**7**	**4**	**4**	**15**	**11**	**5**	**10**	**5**	**5**
																					14	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**

Site #14

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	173	1,059	535	1,260	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	36	18	18	18	9	9	42	23	19
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*9*	*4*	*4*	*4*	*2*	*2*	*11*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**6**	**3**	**3**	**27**	**13**	**13**	**13**	**7**	**7**	**32**	**18**	**14**
Residential [2]	148	74	163	103	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					19	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**

Site #15

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	138	846	427	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	34	19	15
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	73	36	80	51	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**

Site #16

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	164	1,005	508	1,196	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	34	17	17	17	9	9	40	22	18
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*8*	*4*	*4*	*4*	*2*	*2*	*10*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**6**	**3**	**3**	**25**	**13**	**13**	**13**	**6**	**6**	**30**	**17**	**13**
Residential [2]	86	43	94	60	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**4**	**2**	**2**	**8**	**6**	**2**	**5**	**3**	**3**
																					13	**4**	**9**	**29**	**15**	**15**	**21**	**12**	**9**	**35**	**20**	**16**

Site #17

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	71	36	78	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #18

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	47	291	147	346	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	2	2	12	6	5
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Community Facility/Institutional [8a]	5	6	7	5	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	0	0	0	1	0	0	1	0	0	0	0	0
Community Facility/Institutional [8b]	4	5	5	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	1	0	0	0	0	1	0	1	0	0	0
Residential [2]	27	14	30	19	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**2**	**0**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**
																					5	**2**	**3**	**9**	**5**	**5**	**8**	**4**	**4**	**11**	**6**	**5**

Table 3.15-5B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS

Site #19

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	27	28	26	2	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	2	1	1	2	2	1	0	0	0
Community Facility/Institutional [8b]	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Residential [2]	80	40	88	56	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**8**	**5**	**2**	**5**	**2**	**2**
																					19	**9**	**10**	**30**	**15**	**15**	**27**	**13**	**14**	**32**	**18**	**14**

Site #20

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	27	167	84	199	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	6	3	3	3	1	1	7	4	3
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*1*	*1*	*1*	*1*	*0*	*0*	*2*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**1**	**0**	**0**	**4**	**2**	**2**	**2**	**1**	**1**	**5**	**3**	**2**
Residential [2]	15	7	16	10	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
																					2	**1**	**2**	**5**	**2**	**2**	**4**	**2**	**1**	**6**	**3**	**3**

Site #21

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional [8b]	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial [5]	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail [3]	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329	181	148
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*65*	*32*	*32*	*67*	*34*	*34*	*82*	*41*	*41*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**195**	**97**	**97**	**201**	**101**	**101**	**247**	**140**	**107**
																					192	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**

Site #22

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	93	47	47	96	48	48	118	65	53
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*23*	*12*	*12*	*24*	*12*	*12*	*29*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**70**	**35**	**35**	**72**	**36**	**36**	**88**	**50**	**38**
Residential [2]	113	57	124	79	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**1**	**8**	**5**	**2**	**2**	**11**	**8**	**3**	**7**	**3**	**3**
																					10	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**

Site #23

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	605	624	765	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	96	48	48	99	49	49	121	67	54
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*24*	*12*	*12*	*25*	*12*	*12*	*30*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**72**	**36**	**36**	**74**	**37**	**37**	**91**	**51**	**39**
Residential [2]	145	72	159	101	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**4**	**4**
																					13	**2**	**11**	**78**	**39**	**39**	**88**	**47**	**41**	**100**	**56**	**44**

Site #24

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	100	611	309	728	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	10	5	5	24	13	11
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**3**	**2**	**2**	**15**	**8**	**8**	**8**	**4**	**4**	**18**	**10**	**8**
Residential [2]	106	53	116	74	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**8**	**5**	**2**	**2**	**10**	**7**	**3**	**6**	**3**	**3**
																					13	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**

Site #25

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	52	317	160	378	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	5	5	5	3	3	13	7	6
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*1*	*1*	*1*	*1*	*1*	*3*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**8**	**4**	**4**	**4**	**2**	**2**	**10**	**5**	**4**
Residential [2]	55	27	60	38	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					7	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**

Site #26

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Residential [2]	151	76	166	106	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**7**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					15	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**

TOTAL EXISTING VEHICLE TRIPS																					**709**	**503**	**206**	**1,578**	**771**	**807**	**1,954**	**778**	**1,176**	**1,810**	**1,019**	**791**

Footnotes:
1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Developm
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturda

This table was revised subsequent to

Table 3.15-6
Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS

Site #1

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*23*	*22*	*1*	*9*	*3*	*5*	*27*	*1*	*26*	*3*	*2*	*1*	*17*	*16*	*1*	*7*	*3*	*4*	*20*	*1*	*19*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	**8**	**7**	**1**	**13**	**6**	**7**	**12**	**3**	**9**	**13**	**8**	**6**	**25**	**23**	**2**	**18**	**8**	**10**	**31**	**4**	**28**	**13**	**8**	**6**	**17**	**16**	**1**	**5**	**2**	**3**	**19**	**1**	**19**	**0**	**0**	**0**

Site #2

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	7	4	2	2	9	7	3	6	3	3	9	1	7	4	2	2	9	7	3	6	3	3
OFFICE / MANUFACTURING	*14*	*13*	*1*	*5*	*2*	*3*	*16*	*1*	*15*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-14*	*-13*	*-1*	*-5*	*-2*	*-3*	*-16*	*-1*	*-15*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	3	2	2	16	8	8	8	4	4	19	11	8	0	0	0	61	30	30	63	31	31	77	44	33	-3	-2	-2	45	23	23	55	27	27	58	33	25
Total Site Vehicle Trips	**17**	**15**	**2**	**21**	**10**	**11**	**24**	**5**	**19**	**20**	**11**	**9**	**9**	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**	**-9**	**-14**	**5**	**44**	**23**	**21**	**48**	**33**	**15**	**63**	**35**	**28**

Site #3

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	3	1	1	6	4	2	4	2	2	5	1	4	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	4	3	1	3	1	1	5	2	3	2	1	1	6	4	2	13	7	7	10	4	6	14	8	6	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**3**	**1**	**1**	**5**	**2**	**3**	**2**	**1**	**1**	**12**	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**	**8**	**2**	**6**	**13**	**7**	**7**	**11**	**7**	**4**	**16**	**9**	**7**

Site #4

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*5*	*5*	*0*	*2*	*1*	*1*	*6*	*0*	*6*	*1*	*0*	*0*	*25*	*24*	*1*	*10*	*4*	*6*	*29*	*1*	*28*	*3*	*2*	*1*	*20*	*19*	*1*	*8*	*3*	*5*	*23*	*1*	*22*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	10	5	5	5	3	3	12	7	5	0	0	0	-1	0	0	0	0	0	-1	0	0
Total Site Vehicle Trips	**7**	**6**	**1**	**13**	**6**	**7**	**11**	**3**	**8**	**13**	**8**	**6**	**27**	**25**	**2**	**20**	**9**	**11**	**34**	**4**	**30**	**15**	**8**	**6**	**20**	**19**	**1**	**7**	**3**	**4**	**23**	**1**	**22**	**1**	**1**	**1**

Site #5

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	2	1	1	4	1	4	2	1	1	5	3	1	3	2	2	2	0	2	1	1	1	2	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	0	0	0	1	0	0	0	0	0	2	1	1	1	0	0	1	1	1	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0
Total Site Vehicle Trips	**3**	**1**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**	**6**	**2**	**5**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**	**3**	**1**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**

Site #6

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	2	9	5	3	3	11	8	3	7	4	4	10	2	9	5	3	3	11	8	3	7	4	4
OFFICE / MANUFACTURING	*16*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-16*	*-15*	*-1*	*-6*	*-2*	*-4*	*-18*	*-1*	*-17*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	21	10	10	11	5	5	25	14	11	5	2	2	21	10	10	11	5	5	25	14	11
Total Site Vehicle Trips	**16**	**15**	**1**	**6**	**2**	**4**	**18**	**1**	**17**	**2**	**1**	**1**	**15**	**4**	**11**	**26**	**13**	**13**	**22**	**13**	**9**	**32**	**18**	**14**	**-1**	**-11**	**10**	**20**	**11**	**9**	**3**	**12**	**-9**	**30**	**17**	**14**

Site #7

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	7	5	2	7	4	3	11	6	5	6	2	3	7	5	2	7	4	3	11	6	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*
RETAIL / COMM FAC	2	1	1	10	5	5	5	3	3	12	7	5	4	2	2	17	8	8	8	4	4	20	11	9	1	1	1	6	3	3	3	2	2	8	4	3
Total Site Vehicle Trips	**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**	**19**	**13**	**6**	**28**	**15**	**13**	**26**	**9**	**17**	**32**	**18**	**14**	**17**	**12**	**5**	**17**	**10**	**8**	**21**	**6**	**15**	**19**	**11**	**8**

Site #8

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*0*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	6	3	3	26	13	13	13	7	7	31	17	13	0	0	0	84	42	42	87	44	44	107	60	46	-6	-3	-3	58	29	29	74	37	37	76	43	33
Total Site Vehicle Trips	**12**	**8**	**3**	**28**	**14**	**14**	**20**	**7**	**13**	**31**	**18**	**14**	**13**	**2**	**11**	**91**	**45**	**45**	**101**	**54**	**48**	**116**	**65**	**51**	**1**	**-7**	**8**	**63**	**32**	**31**	**81**	**47**	**35**	**84**	**47**	**37**

Site #9

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	19	3	16	9	5	5	20	14	6	13	6	6	19	3	16	9	5	5	20	14	6	13	6	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	184	92	92	190	95	95	233	132	101	0	0	0	122	61	61	126	63	63	155	88	67	0	0	0	-62	-31	-31	-64	-32	-32	-78	-44	-34
Total Site Vehicle Trips	**0**	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**	**19**	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**	**19**	**3**	**16**	**-53**	**-26**	**-26**	**-44**	**-18**	**-26**	**-65**	**-38**	**-27**

Site #10

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*209*	*201*	*8*	*81*	*31*	*49*	*244*	*12*	*232*	*23*	*14*	*9*	*209*	*201*	*8*	*81*	*31*	*49*	*244*	*12*	*232*	*23*	*14*	*9*
RETAIL / COMM FAC	0	0	0	68	34	34	70	35	35	86	49	37	0	0	0	270	135	135	278	139	139	341	193	148	0	0	0	202	101	101	208	104	104	255	145	111
																									0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**0**	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**	**209**	**201**	**8**	**350**	**166**	**184**	**522**	**151**	**371**	**364**	**207**	**157**	**209**	**201**	**8**	**282**	**132**	**150**	**452**	**116**	**336**	**278**	**159**	**120**

Table 3.15-6
Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS

Site #11

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	2	2	7	5	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2
OFFICE / MANUFACTURING	*2*	*2*	*0*	*1*	*0*	*1*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	-2	-2	*0*	-1	*0*	-1	-3	*0*	-3	*0*	*0*	*0*
RETAIL / COMM FAC	4	2	2	17	9	9	9	4	4	21	12	9	5	2	2	21	11	11	11	5	5	25	14	11	1	0	0	4	2	2	2	1	1	4	3	2
Total Site Vehicle Trips	**6**	**4**	**2**	**18**	**9**	**9**	**11**	**4**	**7**	**21**	**12**	**9**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**5**	**-1**	**6**	**6**	**3**	**3**	**6**	**6**	**0**	**9**	**5**	**4**

Site #12

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	6	3	3	27	14	14	14	7	7	33	18	14	0	0	0	77	38	38	79	40	40	97	55	42	-6	-3	-3	49	25	25	65	33	33	65	37	28
Total Site Vehicle Trips	**6**	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**	**12**	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**	**6**	**-1**	**7**	**55**	**28**	**28**	**78**	**42**	**37**	**73**	**41**	**32**

Site #13

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	14	2	12	7	4	4	15	11	5	10	5	5	14	2	12	7	4	4	15	11	5	10	5	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	163	81	81	168	84	84	206	117	89	0	0	0	92	46	46	95	48	48	117	66	51	0	0	0	-71	-35	-35	-73	-36	-36	-89	-51	-39
Total Site Vehicle Trips	**0**	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**	**14**	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**	**14**	**2**	**12**	**-63**	**-32**	**-32**	**-57**	**-26**	**-32**	**-79**	**-46**	**-34**

Site #14

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*1*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	-6	-6	*0*	-2	-1	-1	-7	-1	-6	-1	*0*	*0*
RETAIL / COMM FAC	4	2	2	19	10	10	10	5	5	23	13	10	6	3	3	27	13	13	13	7	7	32	18	14	2	1	1	8	4	4	4	2	2	9	5	4
Total Site Vehicle Trips	**10**	**8**	**3**	**21**	**10**	**11**	**17**	**5**	**11**	**24**	**13**	**10**	**19**	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**	**8**	**-3**	**11**	**12**	**6**	**6**	**11**	**11**	**0**	**17**	**9**	**8**

Site #15

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	5	1	4	3	1	1	6	4	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2	1	0	1	1	0	0	1	1	0	1	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	32	23	8	40	20	20	44	15	28	37	20	16	5	2	2	21	11	11	11	5	5	25	14	11	-27	-21	-6	-18	-9	-10	-33	-10	-23	-11	-6	-5
Total Site Vehicle Trips	**37**	**24**	**13**	**42**	**21**	**21**	**49**	**19**	**30**	**40**	**22**	**18**	**11**	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**	**-26**	**-21**	**-5**	**-18**	**-9**	**-9**	**-32**	**-9**	**-23**	**-10**	**-6**	**-5**

Site #16

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	4	2	2	8	6	2	5	3	3	7	1	6	4	2	2	8	6	2	5	3	3
OFFICE / MANUFACTURING	*1*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	-1	-1	*0*	*0*	*0*	*0*	-1	*0*	-1	*0*	*0*	*0*
RETAIL / COMM FAC	3	2	2	15	8	8	8	4	4	18	10	8	6	3	3	25	13	13	13	6	6	30	17	13	2	1	1	10	5	5	5	2	2	12	7	5
Total Site Vehicle Trips	**4**	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**5**	**18**	**10**	**8**	**13**	**4**	**9**	**29**	**15**	**15**	**21**	**12**	**9**	**35**	**20**	**16**	**9**	**2**	**7**	**13**	**7**	**7**	**12**	**8**	**4**	**17**	**9**	**8**

Site #17

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	5	2	4	2	2	4	1	4	2	1	1	5	3	1	3	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	5	2	2	21	11	11	11	5	5	25	14	11	2	1	1	11	5	5	5	3	3	13	7	5
Total Site Vehicle Trips	**4**	**1**	**3**	**12**	**6**	**6**	**8**	**4**	**3**	**14**	**8**	**6**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**6**	**2**	**5**	**13**	**6**	**6**	**10**	**6**	**4**	**15**	**9**	**7**

Site #18

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	3	0	2	1	1	1	3	2	1	2	1	1	2	0	2	1	1	1	3	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	11	8	3	14	7	7	16	5	10	13	7	6	3	2	1	8	4	4	5	2	3	9	5	4	-8	-7	-2	-6	-3	-3	-10	-3	-7	-3	-2	-2
Total Site Vehicle Trips	**14**	**9**	**5**	**15**	**8**	**8**	**19**	**8**	**11**	**15**	**8**	**7**	**5**	**2**	**3**	**9**	**5**	**5**	**8**	**4**	**4**	**11**	**6**	**5**	**-9**	**-7**	**-2**	**-6**	**-3**	**-3**	**-11**	**-3**	**-7**	**-4**	**-2**	**-2**

Site #19

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	8	5	2	5	2	2	7	1	6	3	2	2	8	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	7	6	2	4	2	2	8	2	6	1	0	0	12	8	4	27	13	13	19	8	12	28	16	12	5	2	2	22	11	11	11	6	6	27	15	12
Total Site Vehicle Trips	**7**	**6**	**2**	**4**	**2**	**2**	**8**	**2**	**6**	**1**	**0**	**0**	**19**	**9**	**10**	**30**	**15**	**15**	**27**	**13**	**14**	**32**	**18**	**14**	**12**	**3**	**8**	**26**	**13**	**13**	**19**	**11**	**8**	**32**	**18**	**14**

Site #20

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	1	0	1	1	0	0	1	1	0	1	0	0	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	6	3	3	3	1	1	7	4	3	1	0	0	4	2	2	2	1	1	5	3	2	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	**2**	**1**	**2**	**6**	**3**	**3**	**4**	**2**	**2**	**8**	**4**	**3**	**2**	**1**	**2**	**5**	**2**	**2**	**4**	**2**	**1**	**6**	**3**	**3**	**0**	**0**	**0**	**-1**	**-1**	**-1**	**-1**	**0**	**0**	**-2**	**-1**	**-1**

Table 3.15-6
Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS

Site #21

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	19	15	4	208	104	104	225	108	117	255	144	111	19	15	4	208	104	104	225	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site #22

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	1	8	5	2	2	11	8	3	7	3	3	10	1	8	5	2	2	11	8	3	7	3	3
OFFICE / MANUFACTURING	*12*	*11*	*0*	*5*	*2*	*3*	*14*	*1*	*13*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-12*	*-11*	*0*	*-5*	*-2*	*-3*	*-14*	*-1*	*-13*	*-1*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	94	47	47	97	49	49	119	68	52	0	0	0	70	35	35	72	36	36	88	50	38	0	0	0	-24	-12	-12	-25	-13	-13	-31	-17	-13
Total Site Vehicle Trips	**12**	**11**	**0**	**99**	**49**	**50**	**111**	**49**	**62**	**121**	**68**	**52**	**10**	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**	**-2**	**-10**	**8**	**-24**	**-12**	**-13**	**-28**	**-6**	**-22**	**-25**	**-15**	**-10**

Site #23

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	4	1	3	4	2	1	4	3	2	6	3	2	13	2	11	6	3	3	14	10	4	9	4	4	9	1	8	3	1	2	9	7	3	3	1	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	6	6	6	3	3	14	8	6	0	0	0	72	36	36	74	37	37	91	51	39	-2	-1	-1	60	30	30	68	34	34	77	44	33
Total Site Vehicle Trips	**6**	**2**	**4**	**15**	**8**	**7**	**10**	**6**	**5**	**19**	**11**	**8**	**13**	**2**	**11**	**78**	**39**	**39**	**88**	**47**	**41**	**100**	**56**	**44**	**6**	**-1**	**7**	**63**	**31**	**32**	**78**	**41**	**37**	**80**	**45**	**35**

Site #24

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	8	5	2	2	10	7	3	6	3	3	9	1	8	5	2	2	10	7	3	6	3	3
OFFICE / MANUFACTURING	*3*	*2*	*0*	*1*	*0*	*0*	*3*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-3*	*-2*	*0*	*-1*	*0*	*0*	*-3*	*0*	*-2*	*0*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	3	3	3	2	2	15	8	8	8	4	4	18	10	8	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**6**	**3**	**3**	**5**	**2**	**4**	**6**	**4**	**3**	**13**	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**	**9**	**0**	**9**	**14**	**7**	**7**	**13**	**9**	**3**	**18**	**10**	**8**

Site #25

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	5	3	2	10	5	5	8	3	5	11	6	5	2	1	1	8	4	4	4	2	2	10	5	4	-3	-2	-1	-2	-1	-1	-4	-1	-3	-2	-1	-1
Total Site Vehicle Trips	**5**	**3**	**2**	**10**	**5**	**5**	**8**	**3**	**5**	**11**	**6**	**5**	**7**	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**	**2**	**-2**	**3**	**0**	**0**	**0**	**1**	**3**	**-1**	**2**	**1**	**1**

Site #26

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	7	1	6	3	2	2	7	5	2	5	2	2	13	2	11	7	3	3	14	10	4	9	5	5	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	9	5	5	5	2	2	11	6	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**9**	**2**	**7**	**12**	**6**	**6**	**12**	**7**	**4**	**15**	**8**	**7**	**15**	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**

This table was revised subsequent to the release of the DEIS.

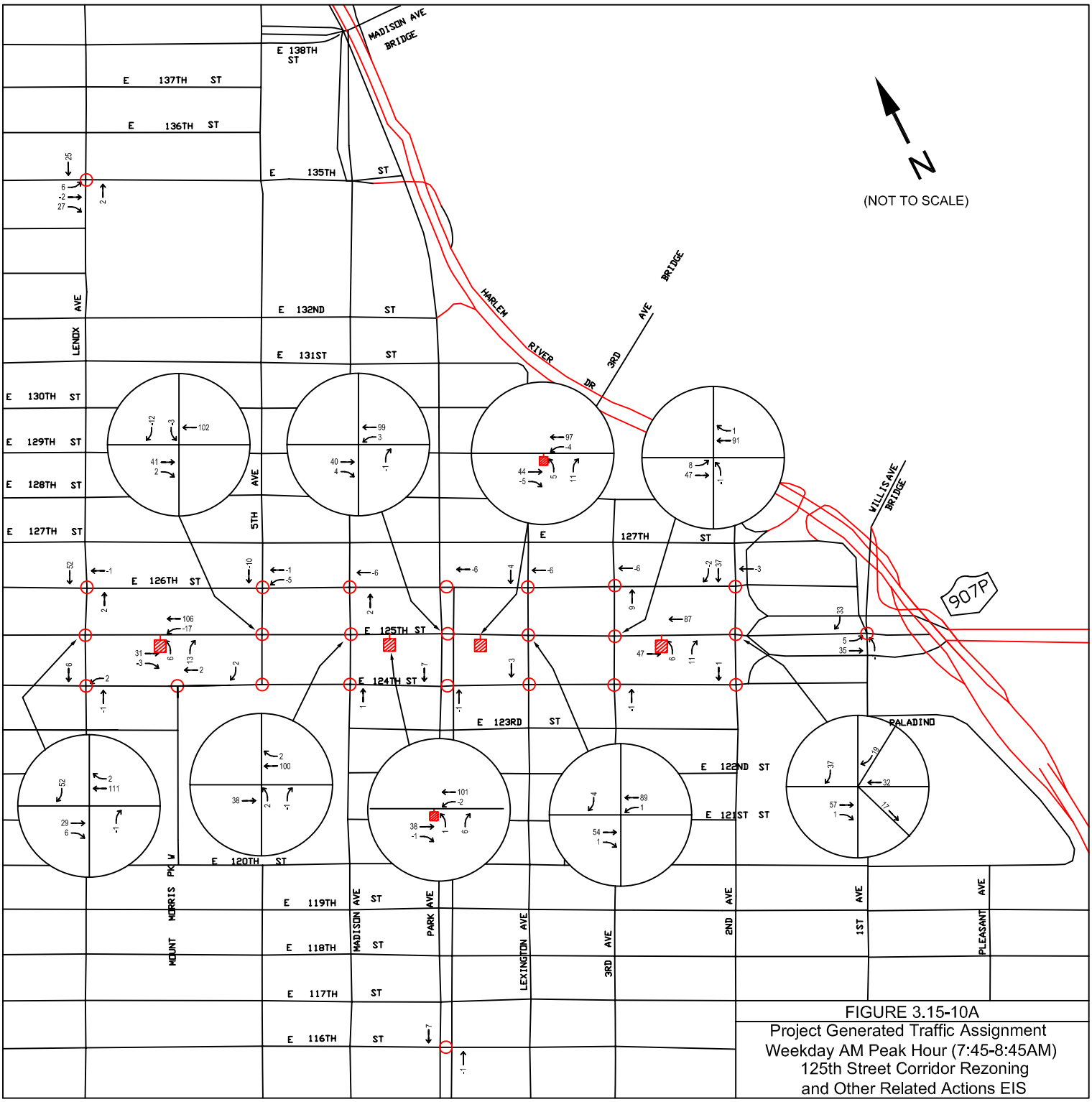


FIGURE 3.15-10A
Project Generated Traffic Assignment
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

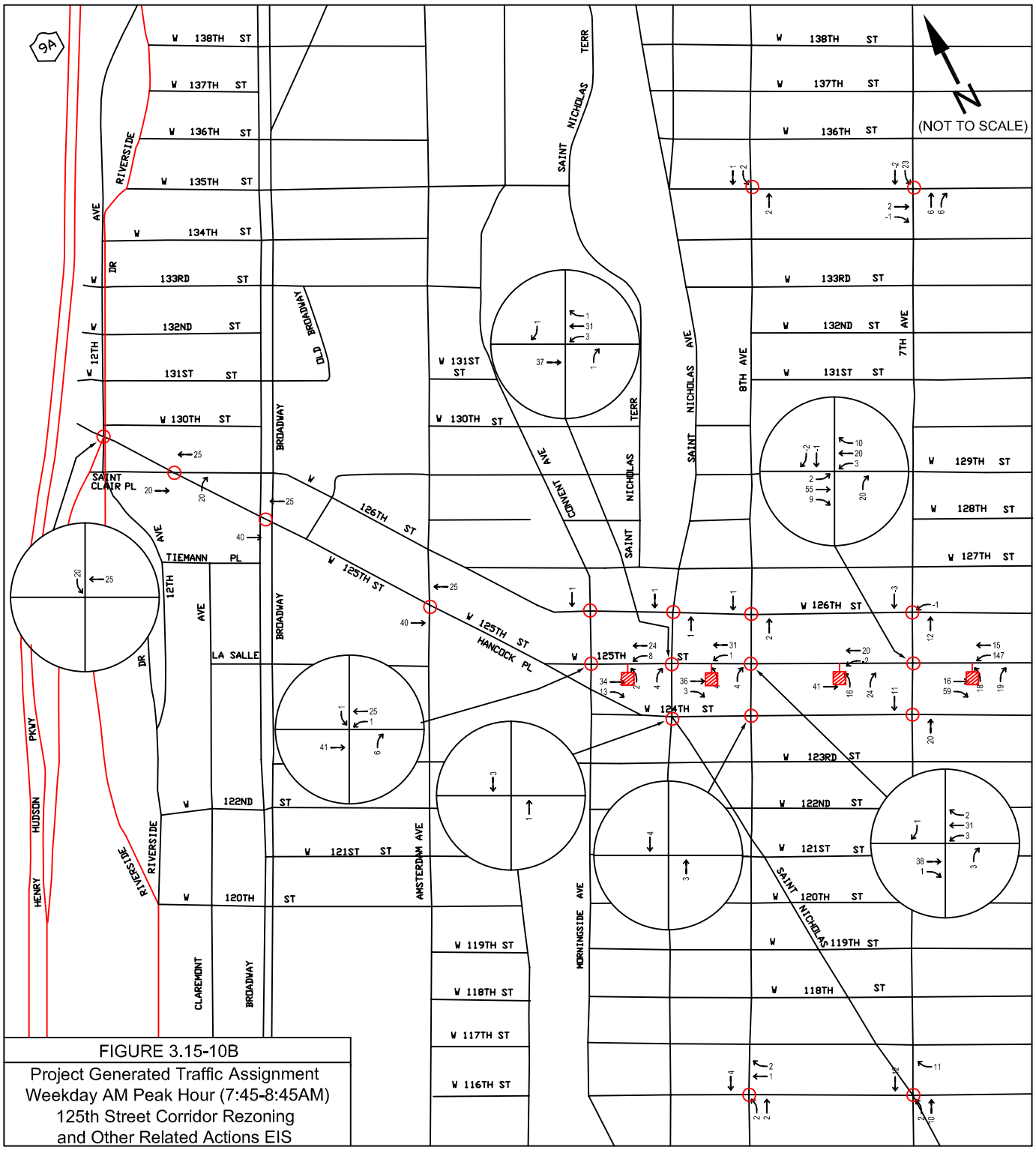


FIGURE 3.15-10B
Project Generated Traffic Assignment
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

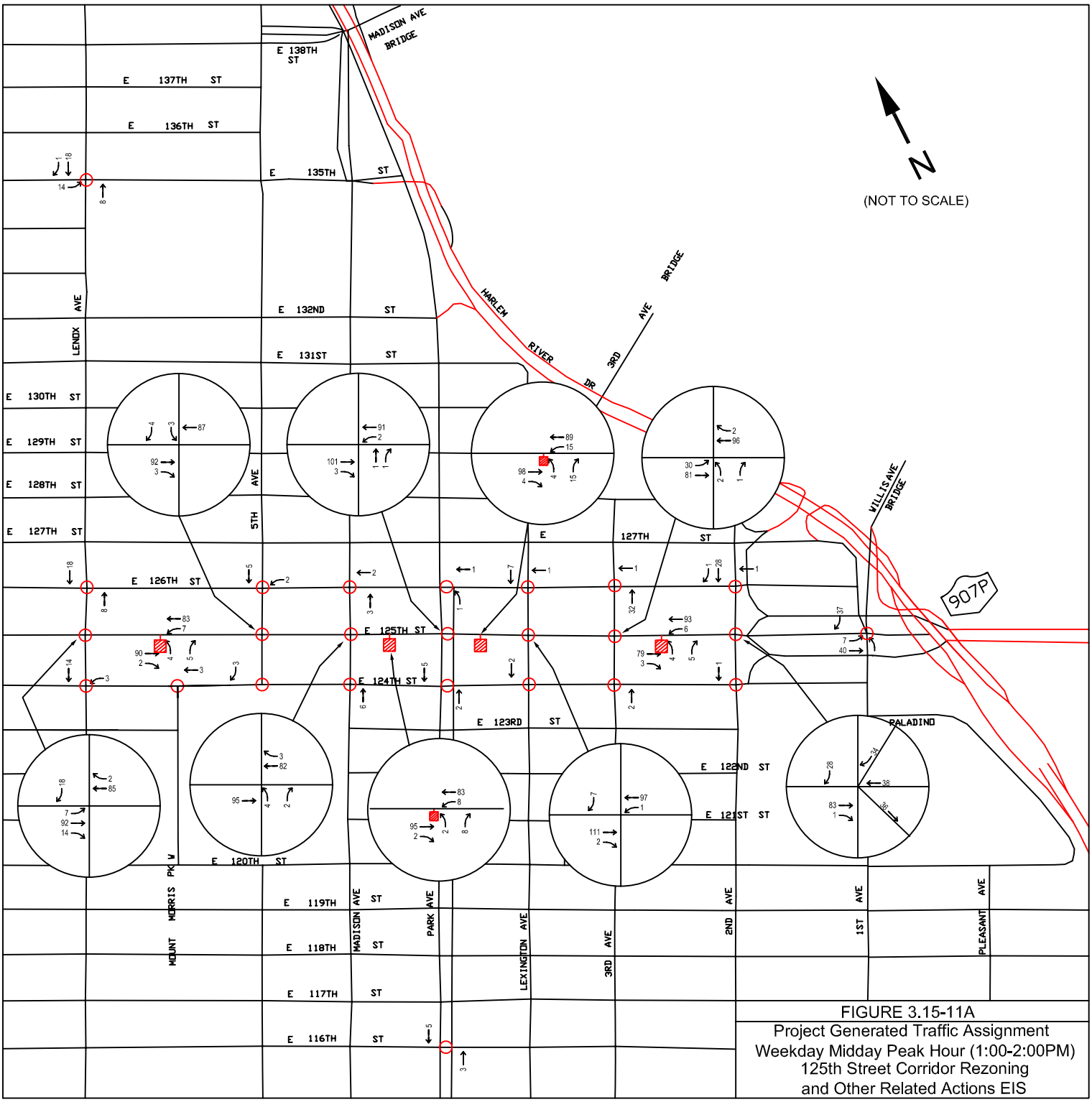


FIGURE 3.15-11A
Project Generated Traffic Assignment
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

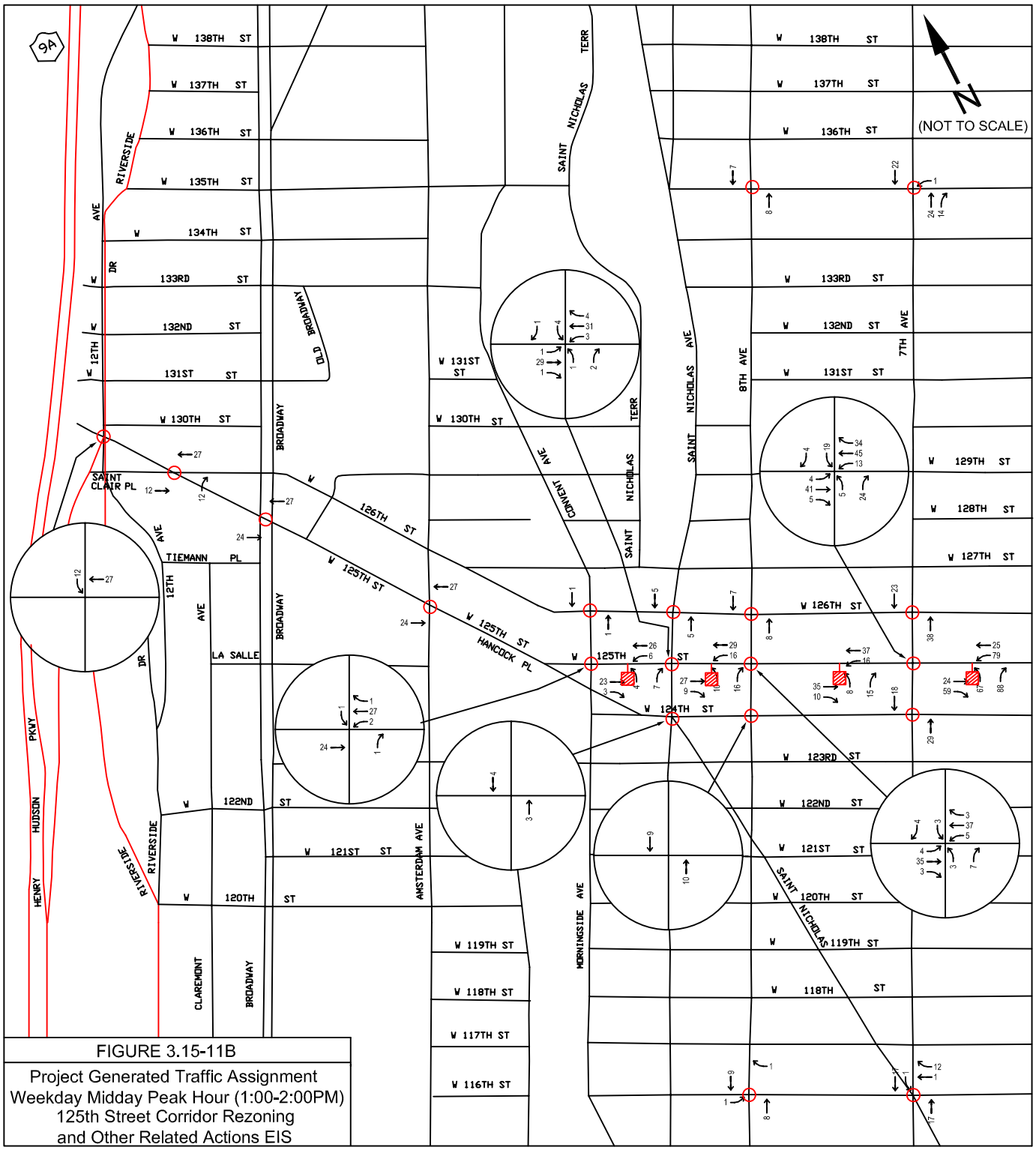


FIGURE 3.15-11B

Project Generated Traffic Assignment
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

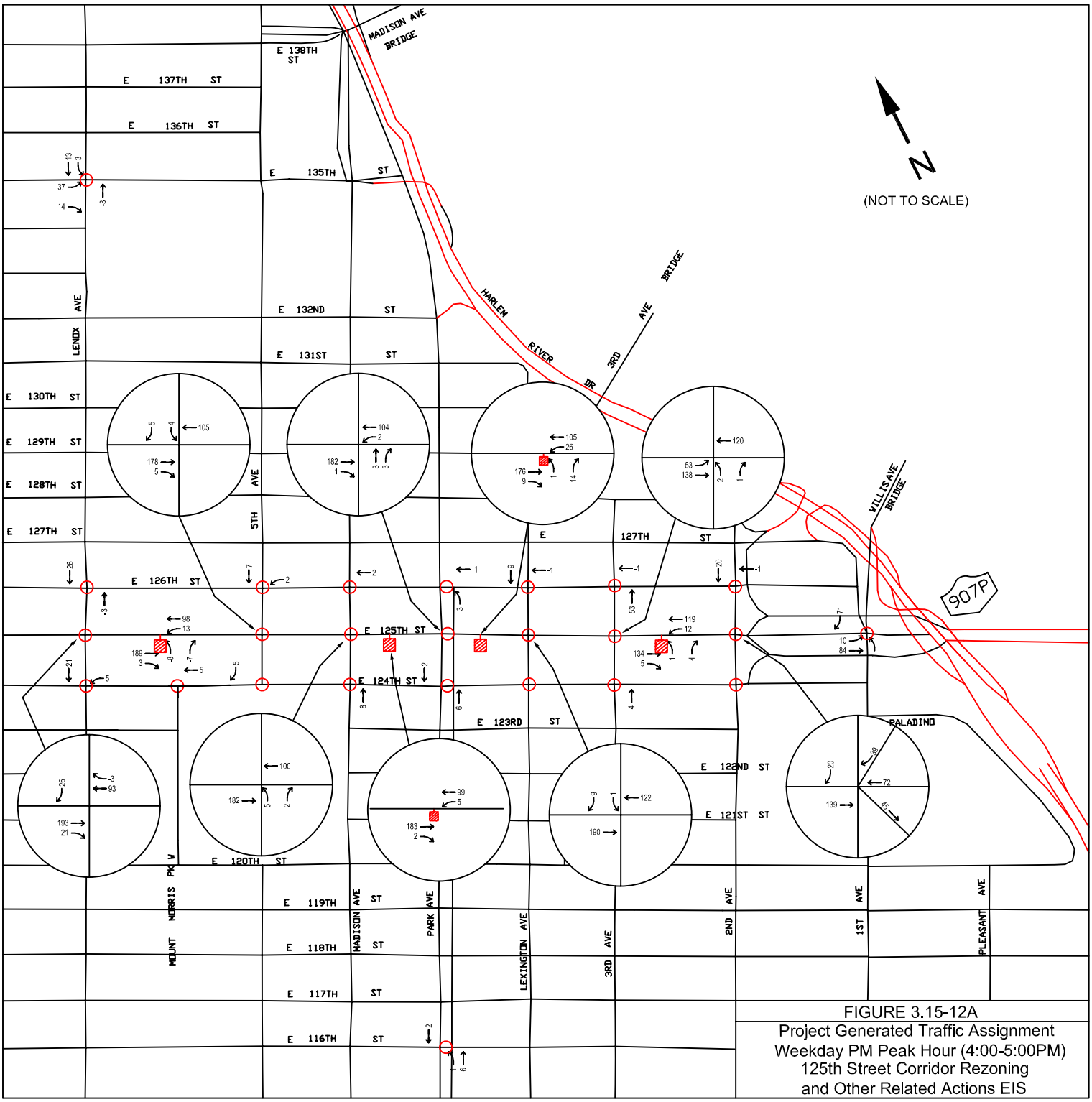


FIGURE 3.15-12A
Project Generated Traffic Assignment
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

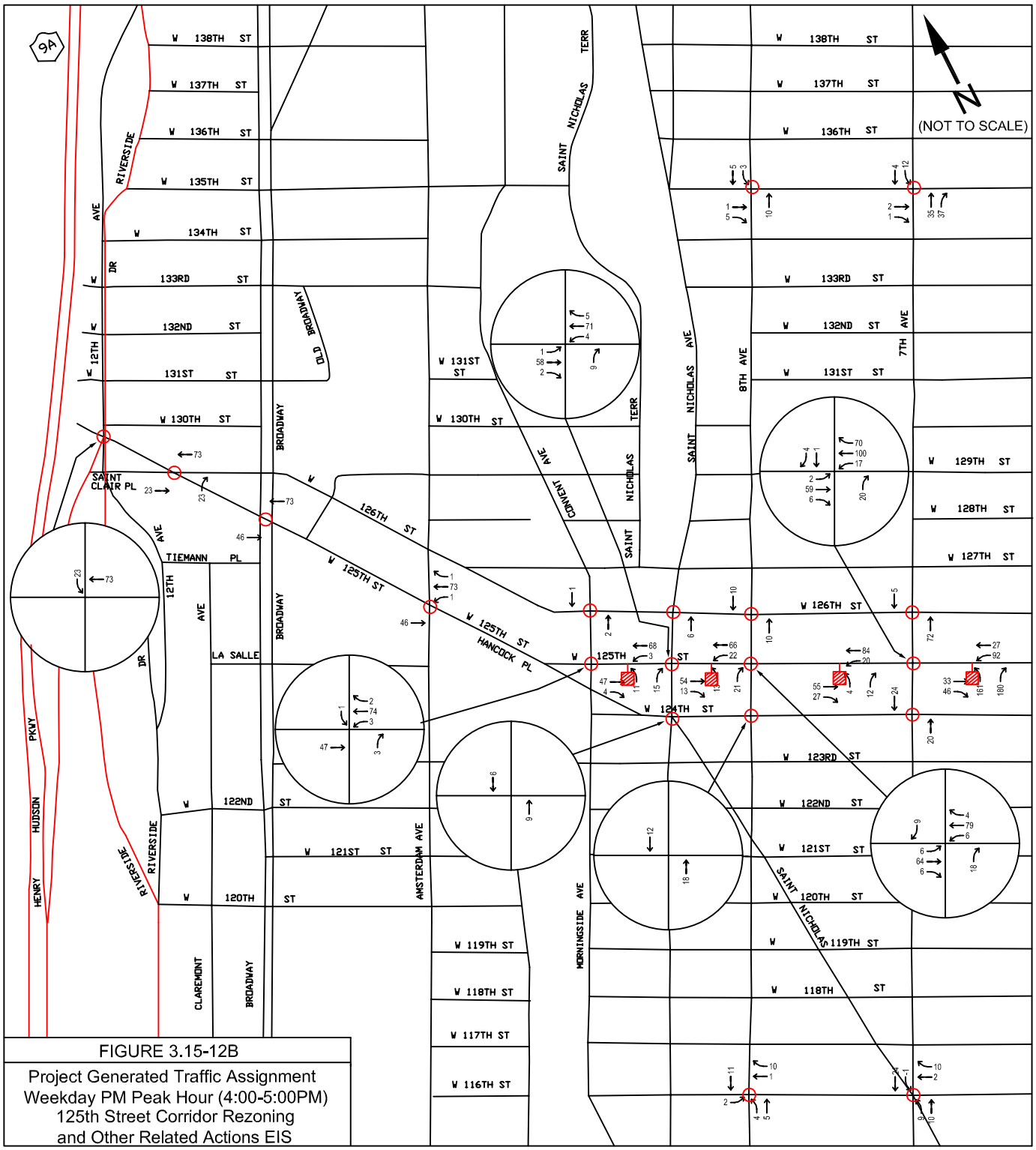


FIGURE 3.15-12B

Project Generated Traffic Assignment
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

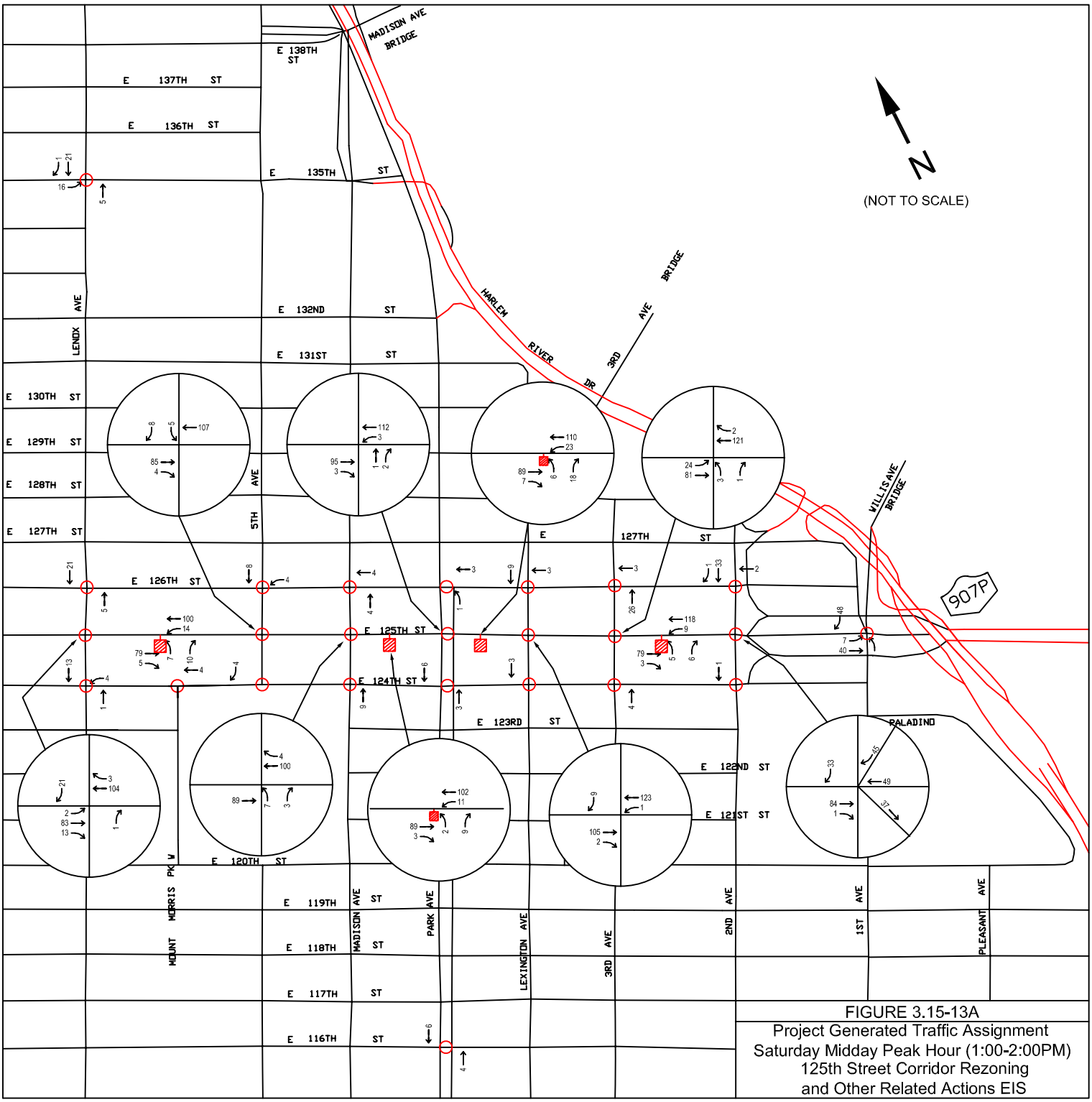


FIGURE 3.15-13A
Project Generated Traffic Assignment
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

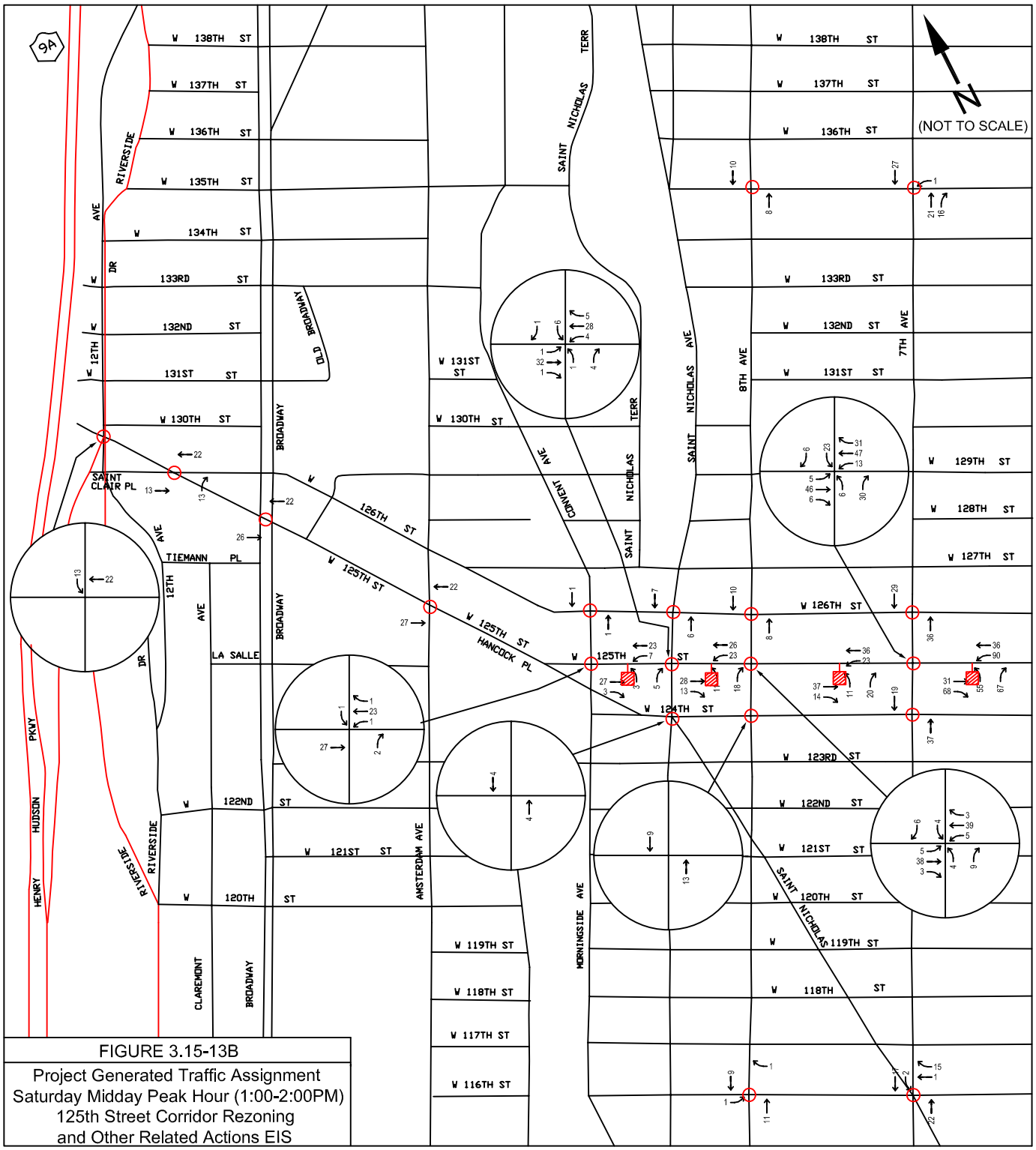


FIGURE 3.15-13B
Project Generated Traffic Assignment
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

Capacity Analysis and Determination of Traffic Impacts

Based on the Action condition traffic volumes shown in Figures 3.15-14 through 3.15-17, intersection capacity analyses were conducted according to the *HCM* methodologies. According to the thresholds established in the *CEQR Technical Manual*, the following situations represent significant traffic impacts:

1) A No-Action LOS "A", "B" or "C" that deteriorates to mid-LOS "D" or worse under the Action condition is considered significant. (The *CEQR Technical Manual* further states that for a No-Action LOS "A", "B" or "C", which declines to mid-LOS "D" or worse under the Action condition, mitigation to mid-LOS "D" is required.)

2) For a No-Action mid-LOS "D", an increase of five or more seconds of delay in a lane group under the Action condition is considered significant.

3) For No-Action LOS "E", an increase of four or more seconds of delay in a lane group under the Action condition is considered significant.

4) For No-Action LOS "F", an increase of three or more seconds of delay in a lane group under the Action condition is considered significant. However, if the delay exceeds 120 seconds under the No-Action condition, an increase of 1.0 second in delay is considered significant, unless the proposed action would generate fewer than five vehicles through that lane group during the peak hour under consideration.

Table 3.15-7 compares the results of the traffic analyses under year 2017 Action and No-Action conditions during each peak hour, and notes (with a "yes" under the "Impact?" column) any movements or approaches that are projected to experience a significant traffic impact based on the *CEQR* criteria described above. As shown in Table 3.15-7, there would be 9 intersections during the weekday AM peak hour, 8 intersections during the weekday midday peak hour, 17 intersections during the weekday PM peak hour, and 16 intersections during the Saturday midday peak hour with one or more significantly adversely impacted movements. These significant adverse impacts are described in more detail below.

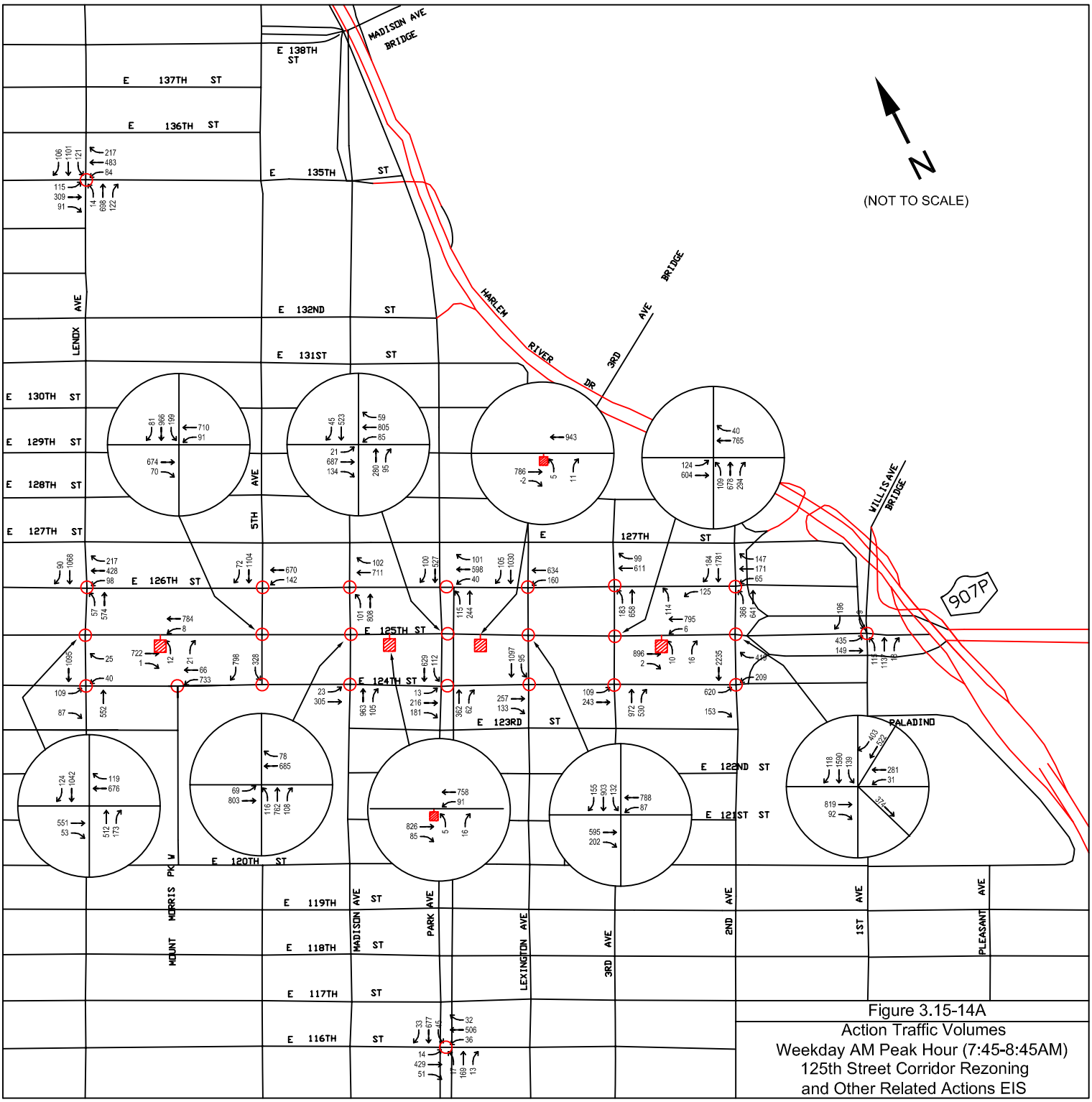


Figure 3.15-14A
Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

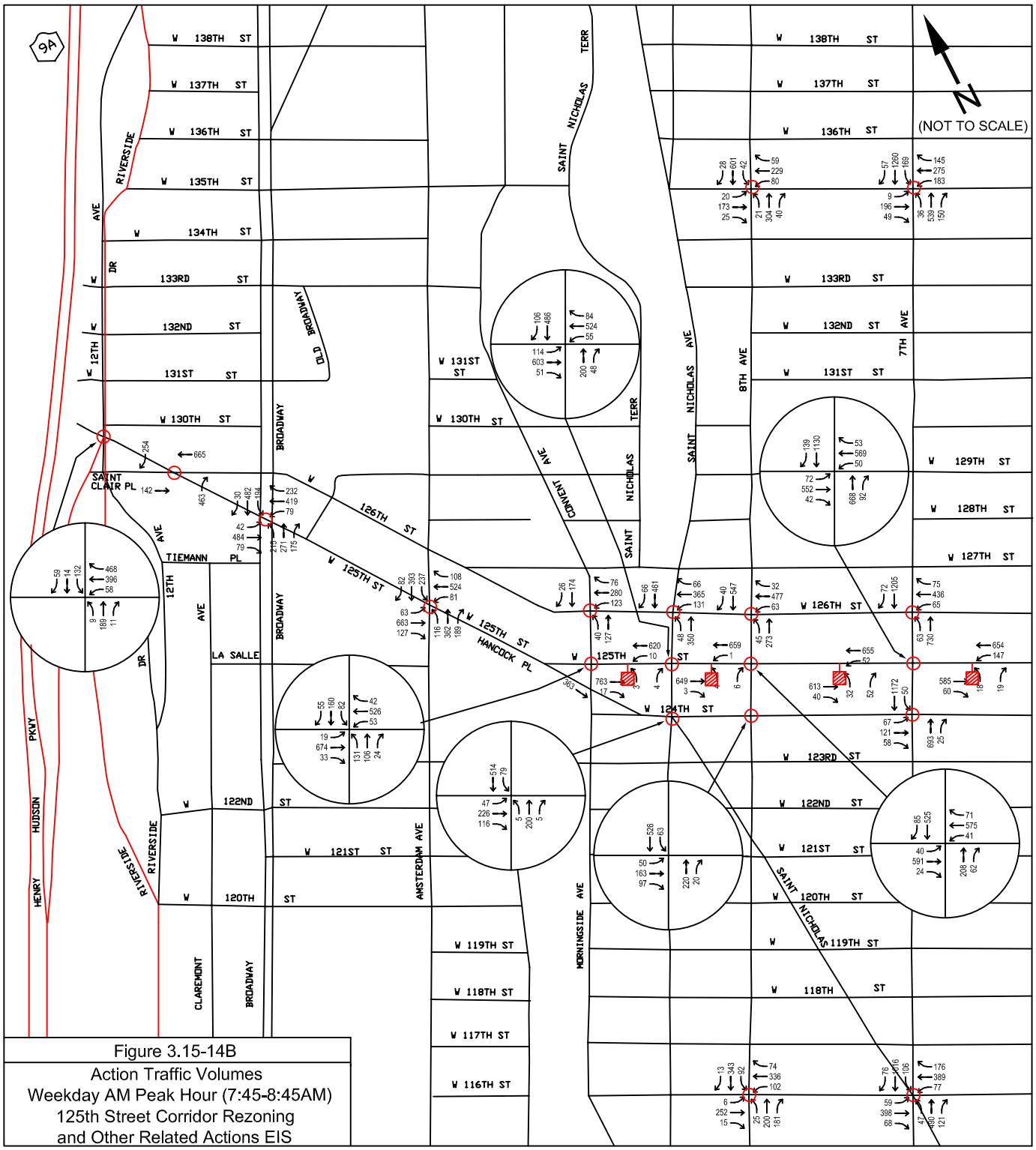


Figure 3.15-14B
Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

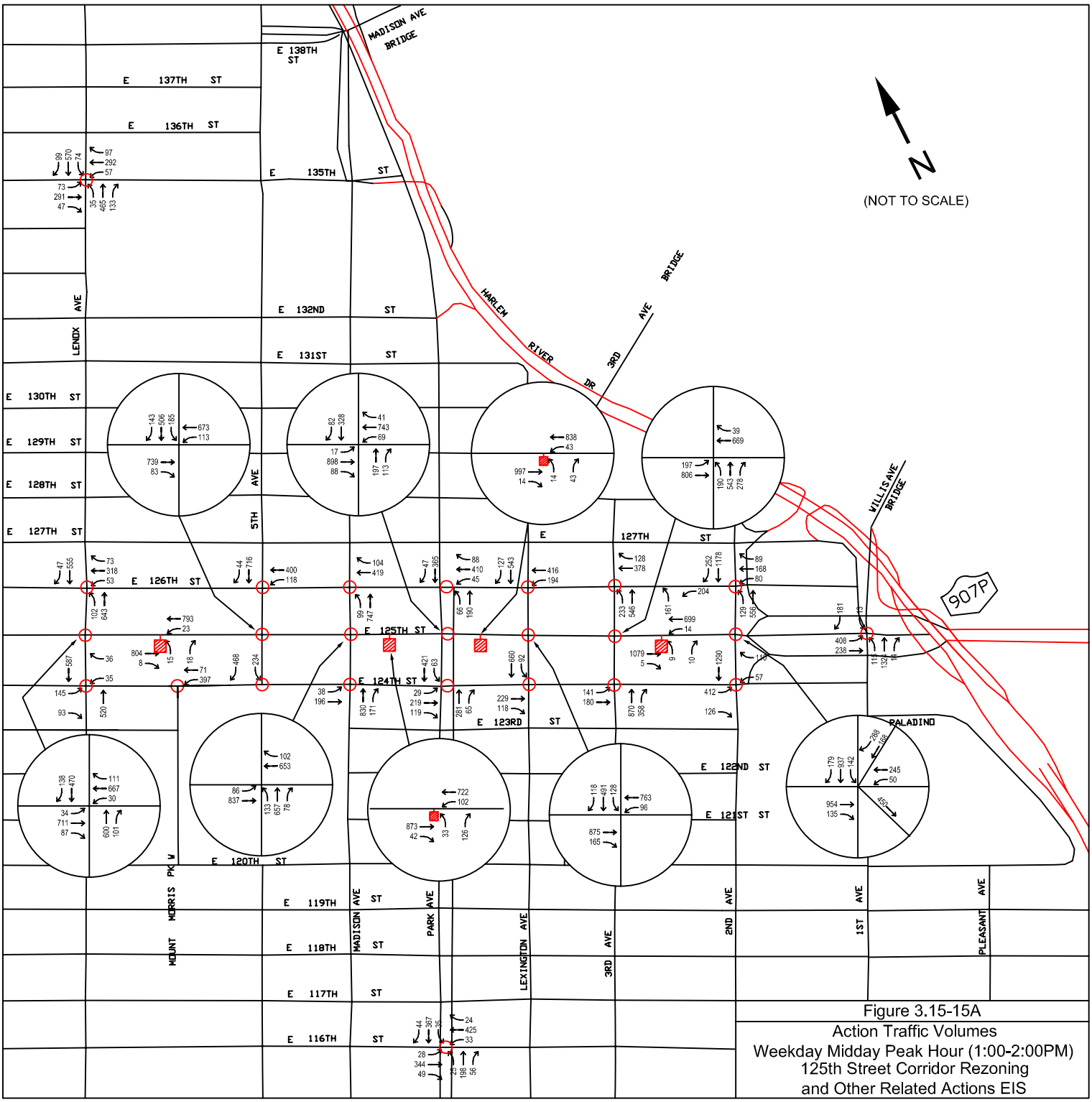


Figure 3.15-15A
Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

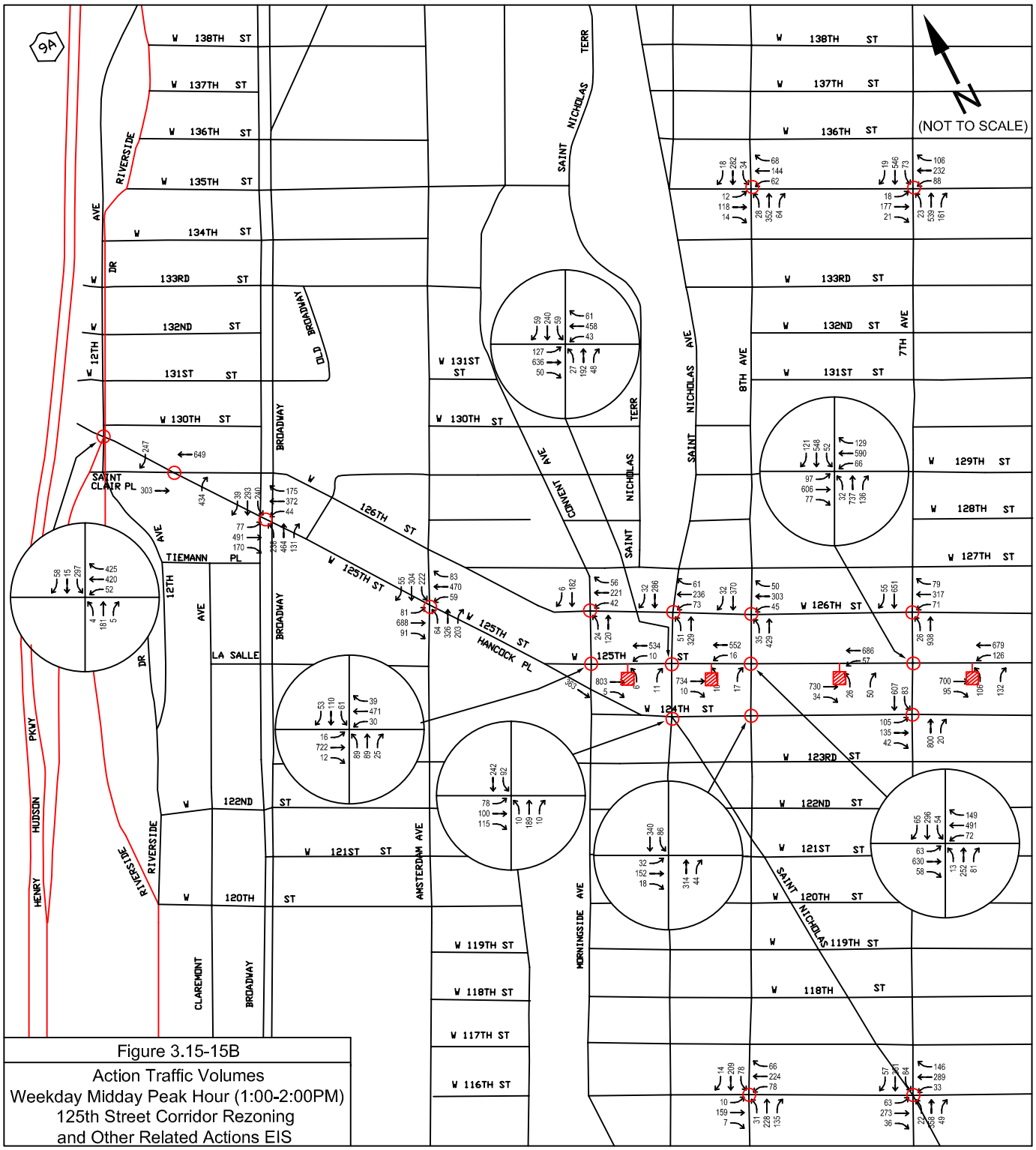


Figure 3.15-15B
Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

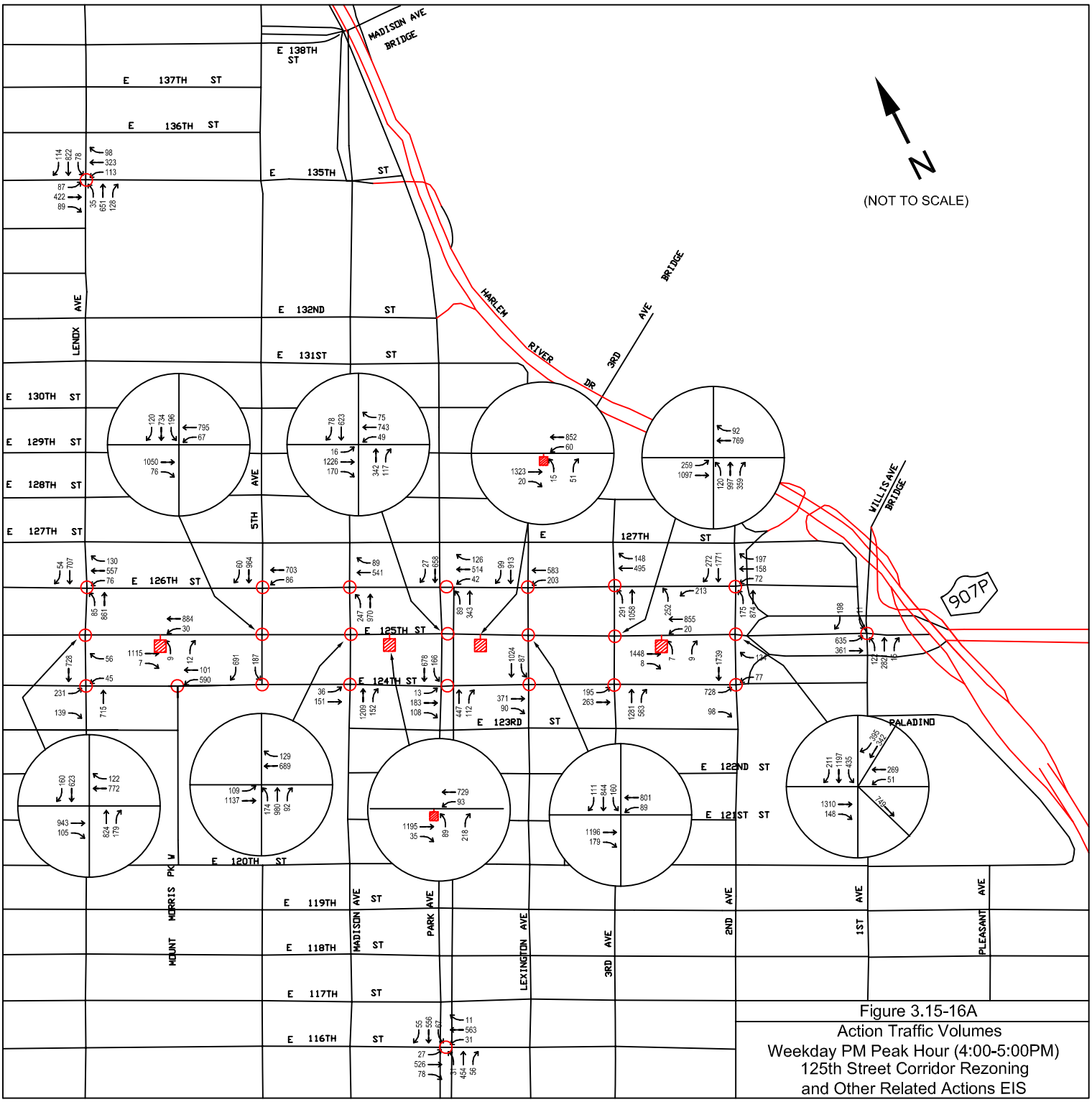


Figure 3.15-16A
Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

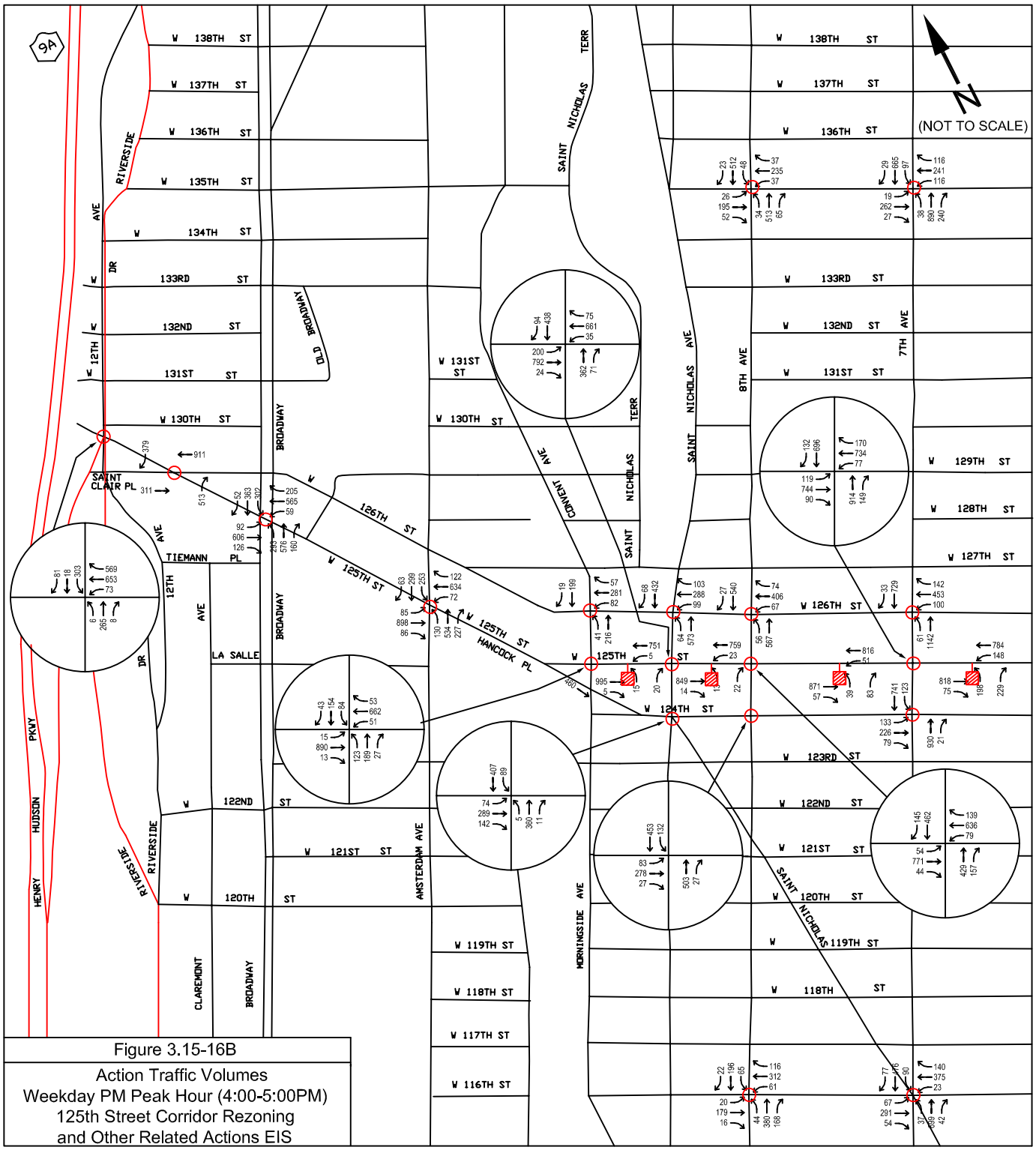


Figure 3.15-16B

Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

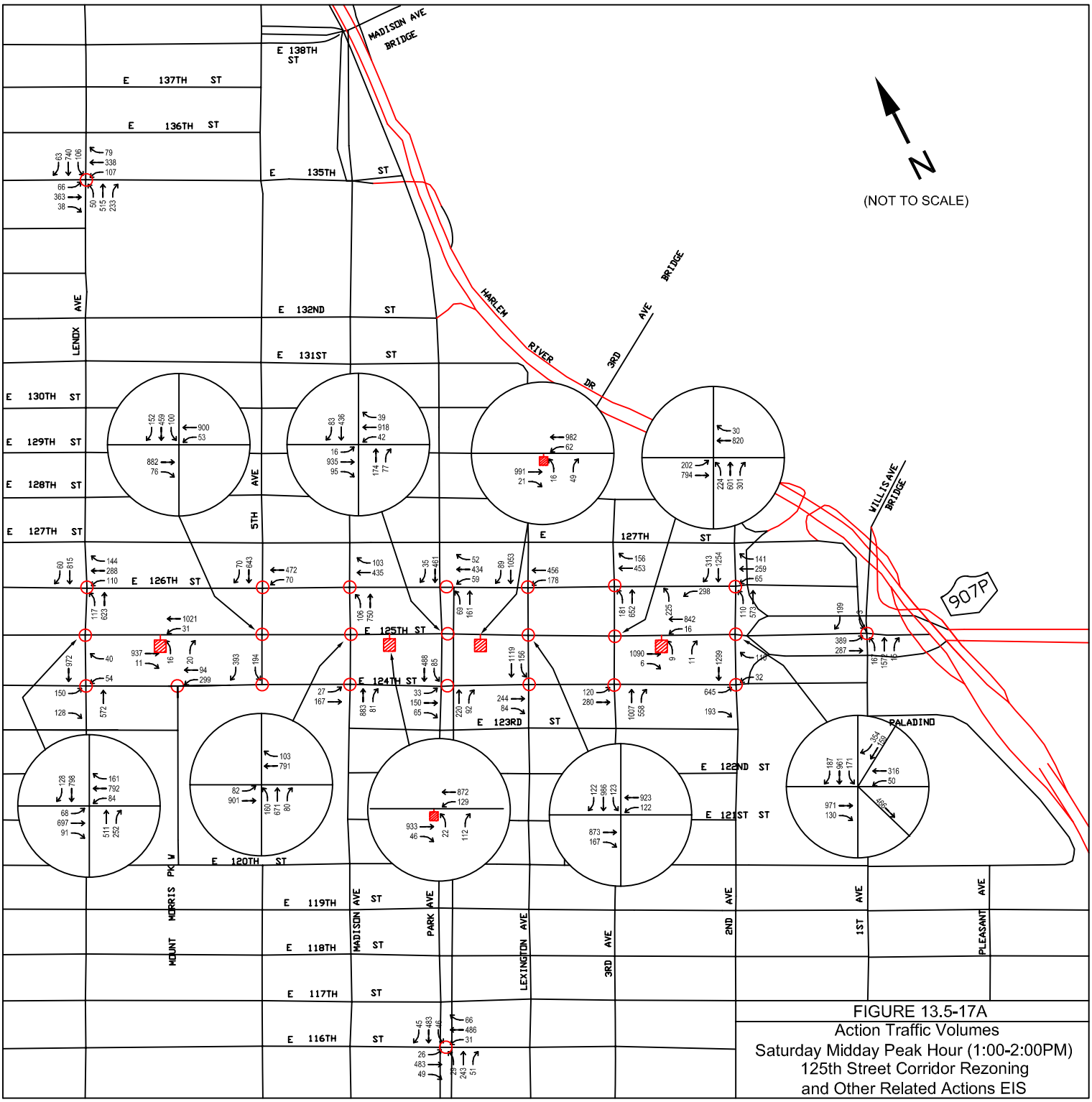


FIGURE 13.5-17A
Action Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

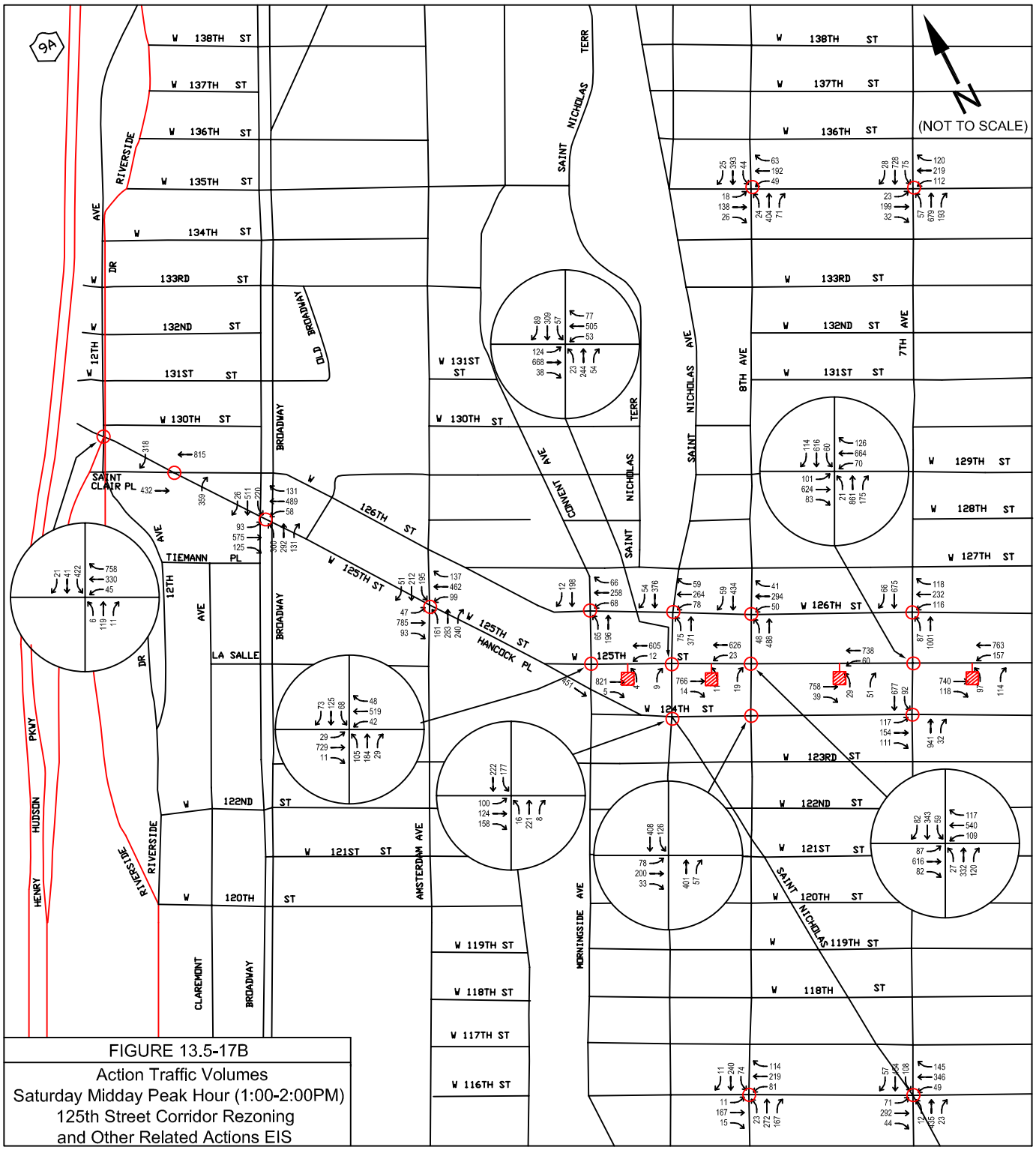


FIGURE 13.5-17B
Action Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION			Impact?	2017 NO ACTION			2017 ACTION			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	West 135th Street and Lenox Avenue	EB	LTR	----	-----	-----	1.09	97.0	F		0.69	31.1	C	0.86	42.9	D	
			DefL	1.11	147.8	F	----	-----	-----		----	-----	-----	----	-----	-----	
			TR	0.87	47.2	D	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.02	66.1	E	1.14	106.8	F	yes	0.73	32.3	C	0.75	33.3	C	
		NB	L	0.22	14.8	B	0.23	15.4	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.59	15.4	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.59	24.7	C		0.30	13.8	B	0.30	13.8	B	
			TR	0.77	19.8	B	0.79	20.3	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.92**	**50.3**	**D**		**0.57**	**20.7**	**C**	**0.62**	**23.3**	**C**	
2	West 135th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.57	28.8	C	0.57	28.8	C		0.50	27.0	C	0.50	27.0	C	
		WB	L	0.88	64.1	E	0.88	64.1	E		0.44	28.3	C	0.44	28.4	C	
			TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.49	13.8	B		0.45	13.3	B	0.48	13.6	B	
		SB	DefL	----	-----	-----	----	-----	-----		----	-----	-----	----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			LTR	0.88	24.3	C	0.91	26.8	C		0.35	12.0	B	0.36	12.1	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**31.3**	**C**		**0.60**	**20.6**	**C**	**0.62**	**20.5**	**C**	
3	West 135th Street and Frederick Douglass Boulevard	EB	LTR	0.73	27.8	C	0.43	27.8	C		0.23	25.1	C	0.23	25.1	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.29	9.3	A		0.33	9.6	A	0.34	9.6	A	
		SB	LTR	0.45	10.9	B	0.46	10.9	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.9**	**C**		**0.54**	**25.6**	**C**	**0.54**	**25.6**	**C**	
4	East 126th Street and 2nd Avenue	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.5	C	
		NB	L	1.06	98.6	F	1.06	98.6	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.7	C		0.45	20.3	C	0.45	20.4	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.8**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	East 126th Street and 3rd Avenue	WB	TR	0.70	28.7	C	0.69	28.6	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.31	11.5	B		0.27	11.2	B	0.29	11.3	B	
		Overall		**0.46**	**19.0**	**B**	**0.46**	**18.9**	**B**		**0.33**	**15.7**	**B**	**0.34**	**15.6**	**B**	
6	East 126th Street and Lexington Avenue	WB	LT	1.14	174.1	F	1.14	171.4	F		1.14	111.3	F	1.14	112.0	F	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.89**	**82.3**	**F**		**0.75**	**59.7**	**E**	**0.76**	**59.8**	**E**	
7	East 126th Street and Park Avenue	WB	LTR	0.98	75.6	E	0.97	72.4	E		0.78	36.7	D	0.79	36.8	D	
		NB	DefL	0.38	12.7	B	0.38	12.7	B		----	-----	-----	----	-----	-----	
			T	0.35	10.7	B	0.35	10.7	B		-----	-----	-----	-----	-----	-----	
			TH	----	----	----	----	----	----		0.22	9.1	A	0.22	9.1	A	
		SB	TR	0.42	10.9	B	0.42	10.9	B		0.26	9.3	A	0.26	9.3	A	
		Overall		**0.61**	**37.2**	**D**	**0.61**	**35.8**	**D**		**0.44**	**21.6**	**C**	**0.44**	**21.6**	**C**	
8	East 126th Street and Madison Avenue	WB	TR	0.85	35.9	D	0.84	35.5	D		0.56	26.1	C	0.56	26.1	C	
		NB	LT	0.61	15.8	B	0.61	15.8	B		0.55	14.7	B	0.55	14.7	B	
		Overall		**0.70**	**25.5**	**C**	**0.70**	**25.2**	**C**		**0.55**	**19.2**	**B**	**0.55**	**19.2**	**B**	
	126th Street and	WB	LT	1.08	84.4	F	1.07	81.3	F		0.87	43.0	D	0.88	43.3	D	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
9	126th Street and 5th Avenue	SB	TR	0.80	21.3	C	0.80	21.0	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.91**	**45.6**	**D**		**0.65**	**26.1**	**C**	**0.65**	**26.2**	**C**	
10	West 126th Street and Lenox Avenue	WB	LTR	0.98	51.8	D	0.99	52.5	D		0.69	25.5	C	0.69	25.8	C	
		NB	L	0.74	66.3	E	0.74	66.3	E		0.58	30.0	C	0.60	31.6	C	
			T	0.44	18.3	B	0.44	18.3	B		0.46	18.6	B	0.46	18.5	B	
		SB	TR	0.99	48.2	D	1.03	59.1	E	yes	0.47	18.8	B	0.48	19.0	B	
		Overall		**0.99**	**42.6**	**D**	**1.01**	**47.8**	**D**		**0.63**	**21.1**	**C**	**0.65**	**21.4**	**C**	
11	West 126th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.73	28.7	C	0.73	28.7	C		0.56	26.3	C	0.56	26.4	C	
		NB	LT	0.54	16.2	B	0.55	16.3	B		0.44	13.0	B	0.47	13.3	B	
		SB	TR	0.58	16.5	B	0.58	16.4	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.65**	**19.5**	**B**		**0.49**	**15.6**	**B**	**0.50**	**15.7**	**B**	
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	0.96	53.5	D	0.96	53.5	D		0.78	36.0	D	0.78	36.0	D	
		NB	LT	0.31	14.0	B	0.31	14.0	B		0.34	12.1	B	0.35	12.1	B	
		SB	TR	0.45	15.5	B	0.45	15.5	B		0.27	11.3	B	0.27	11.4	B	
		Overall		**0.67**	**30.2**	**C**	**0.67**	**30.2**	**C**		**0.51**	**20.0**	**B**	**0.51**	**19.9**	**B**	
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.96	51.0	D	0.96	51.0	D		0.79	32.4	C	0.79	32.6	C	
		NB	LT	0.87	41.0	D	0.87	41.2	D		0.70	26.8	C	0.71	27.2	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.54	21.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.92**	**44.0**	**D**		**0.74**	**27.1**	**C**	**0.75**	**27.4**	**C**	
14	West 126th Street and Morningside Avenue	WB	LTR	1.06	87.9	F	1.06	87.9	F		0.89	56.7	E	0.89	56.7	E	
		NB	LT	0.14	8.0	A	0.14	8.0	A		0.11	7.8	A	0.11	7.9	A	
		SB	TR	0.29	9.6	A	0.29	9.7	A		0.27	9.5	A	0.27	9.5	A	
		Overall		**0.56**	**50.7**	**D**	**0.56**	**50.6**	**D**		**0.47**	**30.9**	**C**	**0.47**	**30.8**	**C**	
15	East 125th Street and 1st Avenue	EB	LT	0.64	24.8	C	0.66	25.9	C		0.61	24.4	C	0.66	25.5	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.49**	**17.9**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.1**	**B**	
16	East 125th Street and 2nd Avenue	EB	TR	0.66	32.8	C	0.70	34.0	C		0.72	27.7	C	0.78	29.5	C	
		WB	LT	1.16	121.7	F	1.28	170.7	F	yes	0.92	50.9	D	1.07	88.6	F	yes
		SB	LTR	0.81	31.7	C	0.84	32.7	C		0.65	33.3	C	0.67	33.9	C	
		RAMP (SB)	TR	1.09	218.2	F	1.11	227.0	F	yes	0.69	37.7	D	0.75	39.9	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	East 125th Street and 3rd Avenue	EB	LT	1.16	115.4	F	1.32	184.5	F	yes	1.60	314.4	F	1.92	460.7	F	yes
			DefL	----	-----	-----	----	-----	-----		----	-----	-----	----	-----	-----	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	TR	0.80	31.3	C	0.90	39.3	D		0.78	30.3	C	0.90	38.8	D	
		NB	LTR	0.39	14.4	B	0.39	14.4	B		0.43	14.8	B	0.43	14.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.80**	**69.5**	**E**		**0.94**	**121.0**	**F**	**1.08**	**179.1**	**F**	
18	East 125th Street and Lexington Avenue	EB	TR	0.91	41.1	D	0.97	51.3	D	yes	1.03	68.6	E	1.14	107.1	F	yes
		WB	LT	1.41	322.6	F	1.60	412.1	F	yes	1.54	292.2	F	1.80	411.2	F	yes
		SB	LTR	0.70	20.3	C	0.70	20.4	C		0.45	15.3	B	0.46	15.4	B	
		Overall		**1.01**	**113.1**	**F**	**1.10**	**148.1**	**F**		**0.93**	**123.1**	**F**	**1.05**	**180.7**	**F**	
19	East 125th Street and Park Avenue	EB	LTR	0.64	16.8	B	0.68	17.7	B		0.74	19.4	B	0.82	22.7	C	
		WB	LTR	0.93	36.0	D	1.06	66.6	E	yes	0.87	28.7	C	1.03	58.3	E	yes
		NB	TR	0.46	24.6	C	0.45	24.6	C		0.36	23.1	C	0.37	23.2	C	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		SB	TR	0.56	28.0	C	0.56	28.0	C		0.50	25.1	C	0.51	25.2	C	
		Overall		**0.79**	**26.7**	**C**	**0.86**	**37.8**	**D**		**0.73**	**23.8**	**C**	**0.83**	**34.8**	**C**	
20	**East 125th Street and Madison Avenue**	**EB**	LT	0.88	32.4	C	0.96	44.2	D		0.99	52.0	D	1.14	100.6	F	yes
		WB	TR	0.57	18.9	B	0.66	20.6	C		0.67	21.0	C	0.74	23.2	C	
		NB	LTR	0.64	23.1	C	0.64	23.1	C		0.59	22.2	C	0.60	22.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.81**	**29.3**	**C**		**0.81**	**31.9**	**C**	**0.89**	**49.8**	**D**	
21	**125th Street and 5th Avenue**	**EB**	TR	0.80	33.8	C	0.85	37.0	D		0.80	35.5	D	0.91	45.6	D	yes
		WB	LT	0.80	27.4	C	0.93	38.4	D		0.81	27.9	C	0.94	40.6	D	
		SB	LTR	1.15	102.8	F	1.13	96.3	F		0.77	27.2	C	0.79	28.0	C	
		Overall		**1.00**	**64.8**	**E**	**1.04**	**63.9**	**E**		**0.82**	**30.1**	**C**	**0.88**	**38.0**	**D**	
22	**West 125th Street and Lenox Avenue**	**EB**	TR	0.51	19.4	B	0.54	20.1	C		0.77	26.8	C	0.88	33.5	C	
		WB	TR	0.69	29.0	C	0.80	35.4	D		0.81	29.8	C	0.90	37.6	D	
		NB	TR	0.66	22.6	C	0.66	22.7	C		0.63	21.8	C	0.63	21.8	C	
		SB	TR	1.00	50.9	D	1.07	74.0	E	yes	0.57	20.8	C	0.60	21.5	C	
		Overall		**0.84**	**33.5**	**C**	**0.94**	**43.3**	**D**		**0.72**	**25.1**	**C**	**0.77**	**29.5**	**C**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	**EB**	LTR	0.72	25.4	C	0.81	29.9	C		1.08	125.2	F	1.24	193.9	F	yes
		WB	LTR	0.72	25.4	C	0.79	28.1	C		0.93	50.8	D	1.19	159.9	F	yes
		NB	TR	0.40	17.6	B	0.42	17.7	B		0.56	19.9	B	0.61	20.7	C	
		SB	TR	0.65	21.2	C	0.64	21.0	C		0.45	18.3	B	0.50	19.0	B	
		Overall		**0.69**	**22.0**	**C**	**0.73**	**23.5**	**C**		**0.82**	**52.8**	**D**	**0.92**	**97.8**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	**EB**	LTR	0.76	33.7	C	0.83	40.6	D		0.75	20.5	C	0.82	24.2	C	
		WB	LTR	0.77	26.0	C	0.84	29.9	C		0.80	23.4	C	0.87	29.0	C	
		NB	TR	0.33	18.2	B	0.33	18.3	B		0.60	27.8	C	0.63	28.8	C	
		SB	TR	0.52	20.7	C	0.52	20.7	C		0.60	29.3	C	0.63	30.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.69**	**29.2**	**C**		**0.72**	**24.4**	**C**	**0.78**	**27.6**	**C**	
25	**West 125th Street and St. Nicholas Avenue**	**EB**	LTR	0.96	55.7	E	1.02	87.7	F	yes	0.90	31.6	C	0.95	38.3	D	
		WB	LTR	0.72	20.0	B	0.78	22.7	C		0.55	15.4	B	0.60	16.4	B	
		NB	TR	0.56	28.5	C	0.57	28.6	C		0.69	33.6	C	0.71	34.8	C	
		SB	TR	1.00	64.8	E	1.01	67.0	E		0.83	41.7	D	0.86	45.4	D	
		Overall		**0.97**	**44.6**	**D**	**1.01**	**57.3**	**E**		**0.87**	**29.4**	**C**	**0.91**	**33.0**	**C**	
26	**West 125th Street and Morningside Avenue**	**EB**	LTR	0.65	17.0	B	0.69	17.9	B		0.61	16.1	B	0.64	16.7	B	
		WB	LTR	0.64	17.1	B	0.68	18.1	B		0.52	14.6	B	0.55	15.1	B	
		NB	DefL	0.79	50.6	D	0.79	51.1	D		0.50	30.7	C	0.50	30.7	C	
			TR	0.28	22.7	C	0.30	23.0	C		0.26	22.4	C	0.27	22.5	C	
			LTR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		SB	LTR	0.53	26.6	C	0.53	26.7	C		0.39	24.0	C	0.39	24.1	C	
		Overall		**0.70**	**21.5**	**C**	**0.73**	**22.1**	**C**		**0.57**	**18.0**	**B**	**0.58**	**18.3**	**B**	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
27	West 125th Street and Amsterdam Avenue	EB	L	0.49	33.5	C	0.52	35.7	D		0.57	36.4	D	0.60	38.9	D	
			TR	0.87	37.4	D	0.92	42.1	D		0.82	33.7	C	0.84	35.1	D	
		WB	L	0.82	89.6	F	0.92	137.2	F	yes	0.60	52.0	D	0.63	56.8	E	
			TR	0.65	27.3	C	0.67	27.9	C		0.63	26.7	C	0.65	27.4	C	
		NB	L	0.29	17.5	B	0.29	17.5	B		0.18	14.0	B	0.18	14.0	B	
			T	0.38	22.6	C	0.38	22.6	C		0.33	22.1	C	0.33	22.1	C	
			R	0.61	31.6	C	0.61	31.7	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.4	D		0.71	33.5	C	0.71	33.5	C	
			TR	0.50	24.5	C	0.50	24.5	C		0.36	22.5	C	0.36	22.5	C	
		Overall		*	**32.0**	**C**	*	**34.8**	**C**		*	**29.8**	**C**	*	**30.6**	**C**	
28	West 125th Street and Broadway	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.0	C	
			T	0.50	27.5	C	0.55	28.3	C		0.42	21.2	C	0.44	21.5	C	
			R	0.14	10.9	B	0.14	10.9	B		0.27	9.5	A	0.27	9.5	A	
		WB	L	0.44	32.0	C	0.48	34.2	C		0.20	20.1	C	0.21	20.4	C	
			T	0.45	26.8	C	0.48	27.3	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.52**	**26.6**	**C**		**0.52**	**25.9**	**C**	**0.53**	**25.9**	**C**	
29	West 125th Street and 12th Avenue	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.52	23.9	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.55	12.5	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.55	19.4	B		0.91	47.9	D	0.95	55.7	E	yes
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	10.9	B	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**19.9**	**B**		**0.72**	**18.6**	**B**	**0.76**	**27.9**	**C**	
30	East 124th Street and 2nd Avenue	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			RT	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			RT	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	East 124th Street and 3rd Avenue	EB	LT	0.32	22.4	C	0.32	22.4	C		0.32	22.4	C	0.32	22.4	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.41**	**14.8**	**B**		**0.37**	**14.5**	**B**	**0.37**	**14.5**	**B**	
32	East 124th Street and Lexington Avenue	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	LT	0.93	31.6	C	0.94	31.8	C		0.57	15.2	B	0.57	15.2	B	
		Overall		**0.94**	**38.7**	**D**	**0.94**	**38.9**	**D**		**0.68**	**25.1**	**C**	**0.68**	**25.1**	**C**	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
33	East 124th Street and Park Avenue	EB	LTR	0.45	22.0	C	0.45	22.0	C		0.34	20.2	C	0.34	20.2	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.3	C		0.46	15.8	B	0.47	15.9	B	
		Overall		**0.64**	**21.8**	**C**	**0.65**	**22.0**	**C**		**0.41**	**16.4**	**B**	**0.41**	**16.5**	**B**	
34	East 124th Street and Madison Avenue	EB	LT	0.29	22.1	C	0.30	22.1	C		0.23	21.4	C	0.23	21.4	C	
		NB	TR	0.65	16.5	B	0.65	16.5	B		0.71	18.3	B	0.72	18.3	B	
		Overall		**0.51**	**17.9**	**B**	**0.51**	**17.9**	**B**		**0.52**	**18.9**	**B**	**0.53**	**19.0**	**B**	
35	West 124th Street and Lenox Avenue	EB	L	0.32	28.1	C	0.32	28.1	C		0.53	33.0	C	0.53	32.9	C	
			LR	0.38	23.5	C	0.36	23.5	C		0.58	23.5	C	0.58	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.23	26.6	C		0.23	26.7	C	0.24	26.8	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.7	A	
		SB	T	0.64	12.9	B	0.64	12.9	B		0.34	9.1	A	0.34	9.1	A	
		Overall		**0.57**	**14.1**	**B**	**0.57**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.43**	**15.4**	**B**	
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.36	20.9	C	0.36	20.9	C		0.49	25.9	C	0.48	25.8	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	-----	-----		----	-----	-----	----	-----	-----	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			LT	0.65	18.4	B	0.66	18.6	B		0.39	12.4	B	0.40	12.6	B	
		Overall		**0.53**	**17.3**	**B**	**0.53**	**17.4**	**B**		**0.42**	**14.5**	**B**	**0.43**	**14.6**	**B**	
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.72	32.4	C	0.72	32.4	C		0.42	22.3	C	0.42	22.3	C	
		NB	TR	0.19	12.7	B	0.19	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	LT	0.38	14.6	B	0.39	14.7	B		0.34	14.2	B	0.35	14.3	B	
		Overall		**0.53**	**19.3**	**B**	**0.53**	**19.2**	**B**		**0.37**	**15.7**	**B**	**0.38**	**15.7**	**B**	
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.65	24.4	C	0.65	24.4	C		0.54	21.7	C	0.54	21.7	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	LT	0.80	30.0	C	0.80	30.2	C		0.52	20.8	C	0.52	20.9	C	
		Overall		**0.72**	**25.9**	**C**	**0.73**	**26.0**	**C**		**0.53**	**20.3**	**C**	**0.53**	**20.4**	**C**	
39	East 116th Street and Park Avenue	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.6	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.04	67.1	E		0.66	21.4	C	0.67	21.6	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.3**	**D**		**0.61**	**21.7**	**C**	**0.62**	**21.8**	**C**	
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.85	40.6	D	0.86	13.7	B		0.67	30.6	C	0.67	30.9	C	
		WB	LTR	1.02	70.1	E	1.04	14.5	B		0.72	31.6	C	0.74	32.6	C	
		NB	LTR	0.41	12.8	B	0.43	12.9	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.65	16.2	B		0.30	11.6	B	0.31	11.7	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**32.1**	**C**		**0.46**	**21.0**	**C**	**0.48**	**21.3**	**C**	
41	West 116th Street and Frederick Douglass Boulevard	EB	LTR	0.38	23.6	C	0.38	23.6	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	0.98	62.5	E		0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.76	23.9	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.72	21.6	C		0.67	20.6	C	0.69	21.2	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**35.1**	**D**		**0.66**	**23.2**	**C**	**0.67**	**23.4**	**C**	
	West 125th Street	EB	R	0.67	32.3	C	0.70	33.3	C		0.60	30.5	C	0.62	30.9	C	
		WB	R	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION			Impact?	2017 NO ACTION			2017 ACTION			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
42	**West 125th Street and St. Clair Place**	**NB**	T	0.66	27.6	C	0.69	28.3	C		0.67	28.0	C	0.70	28.8	C	
		SB	T	0.12	19.8	B	0.14	20.0	B		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.6**	**C**		*	**27.1**	**C**	*	**27.5**	**C**	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	**SB**	L	0.41	12.5	B	0.41	12.6	B		0.32	11.6	B	0.32	11.6	B	
			R	0.96	45.0	E	0.97	45.5	E		0.57	14.8	B	0.58	15.1	C	
44	**East 124th Street and Mt. Morris Park West**	**WB**	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB=**southbound, **EB=**eastbound, **WB=**westbound

L=exclusive left-turn, **T=** exclusive through, **R=**exclusive right-turn, **LTR=**shared left-through-right, **TR=**shared through/right-turn lane, **LT=**shared left-turn/through lane

LR=shared left-turn/right-turn, **DefL=**defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS.

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION			Impact?	2017 NO ACTION			2017 ACTION			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	**EB**	LTR	0.8	35.3	D	1.07	87.4	F	yes	0.58	27.2	C	0.76	33.6	C	
			DefL	----	-----	-----	----	-----	-----		----	-----	-----	----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.12	114.6	F	1.16	131.9	F	yes	0.84	39.4	D	0.87	42.0	D	
		NB	L	0.36	16.7	B	0.37	17.0	B		0.24	13.1	B	0.24	13.4	B	
			TR	0.53	14.5	B	0.53	14.4	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.5	20.4	C	0.51	21.1	C		0.48	19.2	B	0.49	19.2	B	
			TR	0.61	15.8	B	0.62	16.0	B		0.54	14.6	B	0.56	14.8	B	
		Overall		**0.81**	**39.3**	**D**	**0.83**	**52.4**	**D**		**0.66**	**21.7**	**C**	**0.68**	**23.4**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	**EB**	LTR	0.89	50.1	D	0.9	52.0	D		0.62	30.5	C	0.62	30.5	C	
		WB	L	0.78	52.7	D	0.78	53.4	D		0.56	32.9	C	0.56	33.1	C	
			TR	0.91	53.4	D	0.91	53.4	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	0.65	16.2	B		0.50	13.7	B	0.53	14.2	B	
		SB	DefL	0.68	34.2	C	0.86	59.7	E	yes	----	-----	-----	----	-----	-----	
			TR	0.43	12.9	B	0.43	13.0	B		-----	-----	-----	-----	-----	-----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.49	13.6	B	
		Overall		**0.77**	**27.1**	**C**	**0.88**	**28.7**	**C**		**0.62**	**20.5**	**C**	**0.64**	**20.6**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	**EB**	LTR	0.48	29.0	C	0.49	29.3	C		0.33	26.4	C	0.33	26.4	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.45	10.9	B		0.35	9.7	A	0.35	9.8	A	
		SB	LTR	0.4	10.3	B	0.41	10.4	B		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.63**	**26.1**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.1**	**C**	
4	**East 126th Street and 2nd Avenue**	**WB**	LTR	0.58	33.5	C	0.58	33.5	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.7	23.8	C	0.7	23.9	C		0.63	22.6	C	0.64	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.5**	**C**	
5	**East 126th Street and 3rd Avenue**	**WB**	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.48	24.5	C	
		NB	LT	0.37	11.9	B	0.38	12.1	B		0.21	10.6	B	0.21	10.7	B	
		Overall		**0.43**	**16.4**	**B**	**0.43**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.32**	**16.6**	**B**	
6	**East 126th Street and Lexington Avenue**	**WB**	LT	1.36	212.2	F	1.36	212.9	F		1.27	162.7	F	1.27	165.7	F	yes
		SB	TR	0.67	17.0	B	0.67	17.1	B		0.77	19.9	B	0.78	20.2	C	
		Overall		**0.93**	**103.3**	**F**	**0.94**	**103.3**	**F**		**0.96**	**73.0**	**E**	**0.97**	**74.2**	**E**	
7	**East 126th Street and Park Avenue**	**WB**	LTR	0.99	67.6	E	0.98	66.8	E		0.76	34.8	C	0.76	35.0	C	
		NB	DefL	----	-----	-----	----	-----	-----		-----	-----	-----	-----	-----	-----	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TH	0.45	11.6	B	0.46	11.7	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.47	11.4	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.64**	**31.7**	**C**		**0.47**	**20.5**	**C**	**0.47**	**20.6**	**C**	
8	**East 126th Street and Madison Avenue**	**WB**	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.79	20.4	C		0.54	14.5	B	0.55	14.6	B	
		Overall		**0.74**	**23.2**	**C**	**0.74**	**23.2**	**C**		**0.55**	**19.3**	**B**	**0.56**	**19.3**	**B**	
	126th Street and	**WB**	LT	1.13	103.8	F	1.13	104.8	F		0.89	44.3	D	0.90	45.3	D	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
9	126th Street and 5th Avenue	SB	TR	0.68	17.2	B	0.69	17.4	B		0.54	14.6	B	0.55	14.7	B	
		Overall		**0.85**	**54.5**	**D**	**0.86**	**54.9**	**D**		**0.68**	**26.8**	**C**	**0.69**	**27.2**	**C**	
10	West 126th Street and Lenox Avenue	WB	LTR	1	57.4	E	1.01	58.8	E		0.92	43.7	D	0.92	43.7	D	
		NB	L	0.76	53.7	D	0.8	61.5	E	yes	0.97	90.8	F	1.01	103.8	F	yes
			T	0.81	27.4	C	0.81	27.2	C		0.48	18.8	B	0.48	18.7	B	
		SB	TR	0.7	23.7	C	0.73	24.5	C		0.67	22.5	C	0.69	22.9	C	
		Overall		**0.91**	**35.9**	**D**	**0.91**	**36.6**	**D**		**0.94**	**31.0**	**C**	**0.96**	**31.9**	**C**	
11	West 126th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.82	34.4	C	0.82	34.9	C		0.59	27.0	C	0.59	27.0	C	
		NB	LT	0.58	14.9	B	0.62	15.5	B		0.57	14.8	B	0.60	15.2	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.5	B	
		Overall		**0.67**	**19.5**	**B**	**0.7**	**19.8**	**B**		**0.58**	**16.4**	**B**	**0.59**	**16.6**	**B**	
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	1.07	90.6	F	1.07	90.6	F		0.65	41.5	D	0.65	41.5	D	
		NB	LT	0.38	8.2	A	0.38	8.2	A		0.38	12.5	B	0.38	12.5	B	
		SB	TR	0.31	7.5	A	0.32	7.6	A		0.34	12.6	B	0.34	12.7	B	
		Overall		**0.59**	**34.6**	**C**	**0.59**	**34.4**	**C**		**0.48**	**20.4**	**C**	**0.49**	**20.3**	**C**	
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.93	47.8	D	0.93	47.8	D		0.74	28.4	C	0.74	28.4	C	
		NB	LT	1.13	103.4	F	1.14	107.3	F	yes	1.02	70.9	E	1.04	76.9	E	yes
		SB	TR	0.77	29.2	C	0.77	29.4	C		0.76	28.6	C	0.77	29.2	C	
		Overall		**1.03**	**62.8**	**E**	**1.03**	**64.5**	**E**		**0.88**	**42.7**	**D**	**0.89**	**45.0**	**D**	
14	West 126th Street and Morningside Avenue	WB	LTR	1.12	158.6	F	1.13	159.5	F		1.11	111.6	F	1.11	111.6	F	
		NB	LT	0.19	8.4	A	0.19	8.4	A		0.19	8.4	A	0.19	8.4	A	
		SB	TR	0.31	9.9	A	0.31	9.9	A		0.32	9.9	A	0.32	10.0	A	
		Overall		**0.58**	**75.0**	**E**	**0.58**	**75.3**	**E**		**0.58**	**52.7**	**D**	**0.58**	**52.6**	**D**	
15	East 125th Street and 1st Avenue	EB	LT	0.87	34.0	C	0.96	45.3	D	yes	0.62	24.8	C	0.67	26.0	C	
		NB	L	0.2	16.1	B	0.2	16.1	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.85	37.8	D		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.9**	**39.0**	**D**		**0.53**	**17.5**	**B**	**0.55**	**18.0**	**B**	
16	East 125th Street and 2nd Avenue	EB	TR	0.83	47.9	D	0.92	68.1	E	yes	0.84	37.4	D	0.91	42.2	D	
		WB	LT	1.04	78.6	E	1.29	174.4	F	yes	1.75	381.3	F	2.09	532.1	F	yes
		SB	LTR	0.93	55.4	E	0.95	61.1	E	yes	0.45	22.7	C	0.46	22.9	C	
		RAMP (SB)	TR	1.02	120.2	F	1.08	139.0	F	yes	0.92	57.7	E	1.02	80.2	F	yes
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	East 125th Street and 3rd Avenue	EB	LT	2.23	810.9	F	----	-----	-----		1.71	353.9	F	----	-----	-----	
			DefL	----	-----	-----	3.59	1221.0	F	yes	----	-----	-----	2.71	827.4	-----	yes
			T	-----	-----	-----	2.47	956.3	F	yes	-----	-----	-----	1.79	389.0	-----	yes
		WB	TR	0.96	47.3	D	1.11	91.2	F	yes	0.89	37.9	D	1.04	68.5	E	yes
		NB	LTR	0.58	16.7	B	0.58	16.8	B		0.42	14.7	B	0.42	14.7	B	
		Overall		**1.3**	**290.6**	**F**	**1.9**	**389.2**	**F**		**0.98**	**126.5**	**F**	**1.42**	**179.7**	**F**	
18	East 125th Street and Lexington Avenue	EB	TR	1.30	278.0	F	1.48	356.1	F	yes	1.06	72.2	E	1.18	117.8	F	yes
		WB	LT	1.57	294.2	F	1.82	405.1	F	yes	1.74	365.8	F	1.96	465.4	F	
		SB	LTR	0.63	18.1	B	0.64	18.2	B		0.63	17.9	B	0.64	18.0	B	
		Overall		**1.04**	**186.7**	**F**	**1.16**	**255.5**	**F**		**1.11**	**134.6**	**F**	**1.22**	**185.4**	**F**	
19	East 125th Street and Park Avenue	EB	LTR	1.06	136.3	F	1.19	188.3	F	yes	0.72	18.5	B	0.79	21.0	C	
		WB	LTR	0.92	33.9	C	1.12	87.6	F	yes	0.79	21.8	C	0.94	35.0	C	
		NB	TR	0.5	25.4	C	0.5	25.5	C		0.28	22.1	C	0.29	22.2	C	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		SB	TR	0.72	30.0	C	0.73	30.1	C		0.57	26.2	C	0.57	26.2	C	
		Overall		**0.93**	**72.7**	**E**	**1.01**	**109.8**	**F**		**0.70**	**21.6**	**C**	**0.80**	**26.9**	**C**	
20	**East 125th Street and Madison Avenue**	**EB**	LT	1.26	147.6	F	1.51	260.0	F	yes	1.20	125.3	F	1.38	203.7	F	yes
		WB	TR	0.67	20.6	C	0.75	23.1	C		0.76	25.7	C	0.86	30.5	C	
		NB	LTR	0.82	28.8	C	0.82	29.0	C		0.54	19.4	B	0.55	19.5	B	
		Overall		**1.06**	**67.9**	**E**	**1.2**	**113.0**	**F**		**0.87**	**56.9**	**E**	**0.96**	**86.1**	**F**	
21	**125th Street and 5th Avenue**	**EB**	TR	1.02	152.3	F	1.21	224.6	F	yes	1.04	413.7	F	1.14	450.3	F	yes
		WB	LT	0.84	30.9	C	1.02	74.7	E	yes	0.98	222.9	F	1.14	293.5	F	yes
		SB	LTR	0.93	39.0	D	0.95	41.5	D		0.65	23.5	C	0.66	23.8	C	
		Overall		**0.98**	**75.8**	**E**	**1.14**	**118.9**	**F**		**0.89**	**234.8**	**F**	**1.01**	**278.6**	**F**	
22	**West 125th Street and Lenox Avenue**	**EB**	TR	0.82	28.5	C	1.03	61.7	E	yes	1.16	504.7	F	1.28	554.0	F	yes
		WB	TR	0.87	33.2	C	0.96	44.5	D		1.38	657.2	F	1.58	758.2	F	yes
		NB	TR	0.98	47.4	D	0.98	48.1	D		0.80	28.4	C	0.80	28.5	C	
		SB	TR	0.79	27.4	C	0.83	29.9	C		0.88	33.0	C	0.91	35.9	D	
		Overall		**0.93**	**34.9**	**C**	**1.01**	**47.2**	**D**		**1.13**	**315.6**	**F**	**1.24**	**370.6**	**F**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	**EB**	LTR	1.39	268.3	F	1.66	395.0	F	yes	1.06	441.4	F	1.21	520.8	F	yes
		WB	LTR	1.09	130.0	F	1.53	323.4	F	yes	0.93	325.0	F	1.15	452.0	F	yes
		NB	TR	0.58	20.1	C	0.61	20.5	C		0.61	20.5	C	0.64	21.2	C	
		SB	TR	0.43	17.8	B	0.43	17.9	B		0.49	18.7	B	0.56	20.0	B	
		Overall		**0.99**	**106.9**	**F**	**1.14**	**191.8**	**F**		**0.84**	**186.7**	**F**	**0.93**	**241.2**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	**EB**	LTR	0.71	21.8	C	0.82	26.7	C		1.20	329.7	F	1.27	359.5	F	yes
		WB	LTR	0.98	48.4	D	1.13	97.5	F	yes	1.19	585.8	F	1.26	614.6	F	yes
		NB	TR	0.62	24.4	C	0.66	25.2	C		0.39	12.7	B	0.41	12.9	B	
		SB	TR	0.58	23.1	C	0.59	23.4	C		0.41	14.5	B	0.43	14.7	B	
		Overall		**0.82**	**30.1**	**C**	**0.92**	**46.1**	**D**		**0.72**	**274.3**	**F**	**0.75**	**295.4**	**F**	
25	**West 125th Street and St. Nicholas Avenue**	**EB**	LTR	1.21	207.8	F	1.33	261.0	F	yes	0.80	112.0	F	0.84	134.3	F	yes
		WB	LTR	0.7	18.8	B	0.82	23.9	C		0.55	36.5	D	0.59	39.6	D	
		NB	TR	0.87	44.7	D	0.9	48.1	D		0.73	36.0	D	0.76	37.7	D	
		SB	TR	0.9	85.4	F	0.9	87.3	F		1.06	88.7	F	1.09	95.8	F	yes
		Overall		**1.09**	**104.9**	**F**	**1.16**	**126.3**	**F**		**0.91**	**74.5**	**E**	**0.94**	**84.9**	**F**	
26	**West 125th Street and Morningside Avenue**	**EB**	LTR	0.68	17.5	B	0.72	18.5	B		0.63	111.3	F	0.65	117.8	F	yes
		WB	LTR	0.80	23.0	C	0.92	32.9	C		0.50	36.4	D	0.53	38.5	D	
		NB	DefL	----	-----	-----	----	-----	-----		0.59	33.3	C	0.59	33.3	C	
			TR	-----	-----	-----	-----	-----	-----		0.47	26.3	C	0.48	26.4	C	
			LTR	0.63	29.0	C	0.64	29.3	C		-----	-----	-----	-----	-----	-----	
		SB	LTR	0.46	25.3	C	0.47	25.4	C		0.44	24.8	C	0.44	24.8	C	
		Overall		**0.74**	**22.3**	**C**	**0.81**	**26.2**	**C**		**0.61**	**61.4**	**E**	**0.62**	**64.8**	**E**	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
27	West 125th Street and Amsterdam Avenue	EB	L	0.68	47.3	D	0.8	66.1	E	yes	0.40	101.3	F	0.41	109.6	F	yes
			TR	0.93	42.8	D	0.98	50.9	D	yes	0.97	154.1	F	0.99	172.3	F	yes
		WB	L	0.99	125.0	F	1.00	128.6	F	yes	0.99	449.8	F	0.99	449.8	F	
			TR	0.72	28.2	C	0.79	30.9	C		0.66	95.4	F	0.68	99.5	F	yes
		NB	L	0.35	28.3	C	0.35	28.3	C		0.35	13.5	B	0.35	13.5	B	
			T	0.5	51.3	D	0.5	51.3	D		0.25	19.1	B	0.25	19.1	B	
			R	0.77	42.3	D	0.77	42.3	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.72	46.3	D		0.58	23.8	C	0.58	23.8	C	
			TR	0.35	22.9	C	0.35	22.9	C		0.22	18.8	B	0.22	18.8	B	
		Overall		*	**40.6**	**D**	*	**43.8**	**D**		*	**94.6**	**F**	*	**101.8**	**F**	
28	West 125th Street and Broadway	EB	L	0.57	38.9	D	0.68	49.4	D	yes	0.50	31.7	C	0.52	32.9	C	
			T	0.63	30.0	C	0.68	31.3	C		0.56	26.2	C	0.58	26.7	C	
			R	0.23	11.8	B	0.23	11.8	B		0.21	7.3	A	0.21	7.3	A	
		WB	L	0.42	33.4	C	0.47	36.7	D		0.36	28.1	C	0.38	29.1	C	
			T	0.59	29.3	C	0.67	31.4	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.8	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.55	49.9	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.58	63.9	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.49	27.8	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.61	39.2	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.34	22.4	C		0.68	35.6	D	0.68	35.6	D	
			R	0.20	22.1	C	0.20	22.1	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.6**	**35.8**	**D**	**0.62**	**36.5**	**D**		**0.57**	**28.2**	**C**	**0.59**	**28.4**	**C**	
29	West 125th Street and 12th Avenue	WB	LT	0.76	34.2	C	0.84	38.3	D		0.35	21.5	C	0.37	21.7	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	0.99	45.8	D	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.84	27.0	C		1.10	95.2	F	1.14	107.7	F	yes
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.6	B	
		Overall		**0.67**	**25.9**	**C**	**0.74**	**28.3**	**C**		**1.07**	**51.3**	**D**	**1.09**	**54.8**	**D**	
30	East 124th Street and 2nd Avenue	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	East 124th Street and 3rd Avenue	EB	LT	0.4	24.5	C	0.4	24.5	C		0.39	23.3	C	0.39	23.3	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.47**	**16.0**	**B**		**0.43**	**15.2**	**B**	**0.43**	**15.2**	**B**	
32	East 124th Street and Lexington Avenue	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	LT	0.79	20.6	C	0.79	20.6	C		0.92	29.4	C	0.92	29.7	C	
		Overall		**0.86**	**32.9**	**C**	**0.86**	**32.9**	**C**		**0.84**	**30.4**	**C**	**0.84**	**30.6**	**C**	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION			Impact?	2017 NO ACTION			2017 ACTION			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
33	East 124th Street and Park Avenue	EB	LTR	0.34	20.2	C	0.34	20.2	C		0.23	18.9	B	0.23	18.9	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.94	37.1	D		0.56	17.5	B	0.57	17.6	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**26.9**	**C**		**0.42**	**16.7**	**B**	**0.42**	**16.8**	**B**	
34	East 124th Street and Madison Avenue	EB	LT	0.19	21.1	C	0.19	21.1	C		0.19	21.0	C	0.19	21.0	C	
		NB	TR	0.88	25.6	C	0.89	26.0	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.62**	**25.3**	**C**		**0.43**	**16.3**	**B**	**0.44**	**16.4**	**B**	
35	West 124th Street and Lenox Avenue	EB	L	0.56	32.7	C	0.56	32.7	C		0.47	31.2	C	0.47	31.2	C	
			LR	0.64	23.5	C	0.62	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	28.8	C		0.39	29.7	C	0.41	30.1	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.42	9.9	A		0.55	11.4	B	0.56	11.5	B	
		Overall		**0.52**	**16.7**	**B**	**0.5**	**16.4**	**B**		**0.55**	**15.2**	**B**	**0.55**	**15.3**	**B**	
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.66	28.0	C	0.66	27.9	C		0.63	29.4	C	0.63	29.4	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.6	B	
		SB	DefL	0.67	32.0	C	0.71	36.3	D		----	-----	-----	----	-----	-----	
			T	0.46	15.1	B	0.48	15.3	B		-----	-----	-----	-----	-----	-----	
			LT	-----	-----	-----	-----	-----	-----		0.42	12.7	B	0.43	12.9	B	
		Overall		**0.66**	**18.5**	**B**	**0.69**	**18.8**	**B**		**0.50**	**15.8**	**B**	**0.51**	**15.8**	**B**	
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.8	35.4	D	0.8	35.4	D		0.59	26.1	C	0.59	26.1	C	
		NB	TR	0.41	14.9	B	0.42	15.1	B		0.34	14.1	B	0.35	14.2	B	
		SB	LT	0.54	17.1	B	0.56	17.4	B		0.44	15.6	B	0.45	15.7	B	
		Overall		**0.65**	**21.2**	**C**	**0.66**	**21.2**	**C**		**0.51**	**17.7**	**B**	**0.51**	**17.7**	**B**	
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.66	23.8	C	0.66	23.8	C		0.67	25.3	C	0.67	25.3	C	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.39	18.4	B	
		SB	LT	0.74	26.7	C	0.75	28.1	C		0.75	29.6	C	0.76	30.1	C	
		Overall		**0.7**	**24.0**	**C**	**0.71**	**24.2**	**C**		**0.71**	**25.3**	**C**	**0.71**	**25.5**	**C**	
39	East 116th Street and Park Avenue	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.64	25.2	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.77	25.6	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	0.99	54.0	D		0.83	29.2	C	0.84	29.9	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**33.1**	**C**		**0.76**	**25.5**	**C**	**0.77**	**25.7**	**C**	
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.73	32.9	C	0.73	33.2	C		0.68	30.8	C	0.69	31.1	C	
		WB	LTR	0.71	30.7	C	0.73	31.4	C		0.70	30.6	C	0.72	31.4	C	
		NB	LTR	0.4	12.5	B	0.42	12.7	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.4	12.6	B		0.34	12.0	B	0.35	12.1	B	
		Overall		**0.52**	**20.4**	**C**	**0.54**	**20.6**	**C**		**0.48**	**20.5**	**C**	**0.50**	**20.7**	**C**	
41	West 116th Street and Frederick Douglass Boulevard	EB	LTR	0.3	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.8	24.8	C		0.63	18.0	B	0.64	18.3	B	
		SB	LTR	0.5	15.7	B	0.52	16.0	B		0.45	14.5	B	0.46	14.6	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.2**	**C**		**0.66**	**22.4**	**C**	**0.67**	**22.6**	**C**	
	West 125th Street	EB	R	0.73	24.4	C	0.79	28.0	C		0.49	28.2	C	0.51	28.6	C	
		WB	R	0.55	18.5	B	0.56	18.8	B		0.46	27.4	C	0.46	27.4	C	

Table 3.15-7

Comparison of the traffic analyses under year 2017 No-Action and Action Traffic Conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION				2017 NO ACTION			2017 ACTION			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
42	**West 125th Street and St. Clair Place**	**NB**	T	0.25	19.1	B	0.28	19.4	B		0.85	35.7	D	0.87	37.6	D	
		SB	T	0.79	29.8	C	0.88	35.1	D		0.39	22.6	C	0.40	22.8	C	
		Overall		**0.76**	**24.9**	**C**	**0.83**	**28.3**	**C**		*****	**30.0**	**C**	*****	**30.8**	**C**	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	**SB**	L	0.26	11.0	B	0.26	11.0	B		0.27	11.0	B	0.27	11.0	B	
			R	0.84	26.9	D	0.84	27.5	D		0.49	13.1	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	**WB**	L	0.4	9.0	A	0.4	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB=**southbound, **EB=**eastbound, **WB=**westbound

L=exclusive left-turn, **T=** exclusive through, **R=**exclusive right-turn, **LTR=**shared left-through-right, **TR=**shared through/right-turn lane, **LT=**shared left-turn/through lane

LR=shared left-turn/right-turn, **DefL=**defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS.

135th Street Corridor

- West 135th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 66.1 seconds/vehicle (LOS "E") under the No-Action condition to 106.8 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.3 seconds/vehicle (LOS "D") under the No-Action condition to 87.4 seconds/vehicle (LOS "F") under the Action condition. Also, delays for vehicles on the westbound approach are projected to increase from 114.6 seconds/vehicle (LOS "F") under the No-Action condition to 131.9 seconds/vehicle (LOS "F") under the Action condition.

- West 135th Street/Adam Clayton Powell Jr. Boulevard – During the weekday PM peak hour, delays for southbound left-turns are projected to increase from 34.2 seconds/vehicle (LOS "C") under the No-Action condition to 59.7 seconds/vehicle (LOS "E") under the Action condition.

126th Street Corridor

- East 126th Street/Third Avenue – During the Saturday midday peak hour, delays for vehicles on the northbound approach are projected to increase from 10.6 seconds/vehicle (LOS "B") under the No-Action condition to 107.0 seconds/vehicle (LOS "F") under the Action condition.

- East 126th Street/Lexington Avenue – During the Saturday midday peak hour, delays for vehicle on the westbound approach are projected to increase from 162.7 seconds/vehicle (LOS "F") under the No-Action condition to 165.7 seconds/vehicle (LOS "F") under the Action condition.

- West 126th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 48.2 seconds/vehicle (LOS "D") under the No-Action condition to 59.1 seconds/vehicle (LOS "E") under the Action condition. During the weekday PM peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 53.7 seconds/vehicle (LOS "D") under the No-Action condition to 61.5 seconds/vehicle (LOS "E") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 90.8 seconds/vehicle (LOS "F") under the No-Action condition to 103.8 seconds/vehicle (LOS "F") under the Action condition.

- West 126th Street/St. Nicholas Avenue – During the weekday PM peak hour, delays for vehicles on the northbound approach are projected to increase from 103.4 seconds/vehicle (LOS "F") under the No-Action condition to 107.3 seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the northbound approach are projected to increase from 70.9 seconds/vehicle (LOS "E") under the No-Action condition to 76.9 seconds/vehicle (LOS "E") under the Action condition.

- West 126th Street/Morningside Avenue – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 147.0 seconds/vehicle (LOS "F") under the No-Action condition to 151.1 seconds/vehicle (LOS "F") under the Action condition.

125th Street Corridor

- East 125th Street/First Avenue – During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 34.0 seconds/vehicle (LOS "C") under No-Action conditions to 45.3 seconds/vehicle (LOS "D") under Action conditions.

- East 125th Street/Second Avenue
    - During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 121.7 seconds/vehicle (LOS "F") under the No-Action condition to 170.7 seconds/vehicle (LOS "F") under the Action condition. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 218.2 seconds/vehicle (LOS "F") under the No-Action condition to 227.0 seconds/vehicle (LOS "F") under the Action condition.

    - During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 88.6 seconds/vehicle (LOS "F") under the Action condition.

    - During the weekday PM peak hour, all approaches are significantly impacted. Delays for vehicles on the eastbound approach are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 68.1 seconds/vehicle (LOS "E") under the Action condition. In addition, delays for vehicles on the westbound approach are projected to increase from 78.6 seconds/vehicle (LOS "E") under the No-Action condition to 174.4 seconds/vehicle (LOS "F") under the Action condition. Delays for vehicles on the southbound Second Avenue approach are projected to increase from 55.4 seconds/vehicle (LOS "E") under the No-Action condition to 61.1 seconds/vehicle (LOS "E") under the Action condition. Finally, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 120.2 seconds/vehicle (LOS "F") under the No-Action condition to 139.0 seconds/vehicle (LOS "F") under the Action condition.

    - During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 381.3 seconds/vehicle (LOS "F") under the No-Action condition to 532.1 seconds/vehicle (LOS "F") under the Action condition. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 57.7 seconds/vehicle (LOS "E") under the

No-Action condition to 80.2 seconds/vehicle (LOS "F") under the Action condition.

- East 125th Street/Third Avenue
  - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 115.4 seconds/vehicle (LOS "F") under the No-Action condition to 184.5 seconds/vehicle (LOS "F") under the Action condition.
  - During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 314.4 seconds/vehicle (LOS "F") under the No-Action condition to 460.7 seconds/vehicle (LOS "F") under the Action condition.
  - During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 810.9 seconds/vehicle (LOS "F") and 47.3 seconds/vehicle (LOS "D") respectively under the No-Action condition, to over 956.3 seconds/vehicle (LOS "F") and 91.2 seconds/vehicle (LOS "F") respectively under the Action condition.
  - During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 353.9 seconds/vehicle (LOS "F") and 37.9 seconds/vehicle (LOS "D") respectively under the No-Action condition, to over 389.0 seconds/vehicle (LOS "F") and 80.2 seconds/vehicle (LOS "F") respectively under the Action condition.
- East 125th Street/Lexington Avenue
  - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 41.1 seconds/vehicle (LOS "D") under the No-Action condition to 51.3 seconds/vehicle under the Action condition. In addition, delays for vehicles on the westbound approach are projected to increase from 322.6 seconds/vehicle (LOS "F") under the No-Action condition to 412.1 seconds/vehicle (LOS "F") under the Action condition.
  - During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 68.6 seconds/vehicle (LOS "E") and 292.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 107.1 seconds/vehicle (LOS "F") and 411.2 seconds/vehicle (LOS "F") respectively under the Action condition.
  - During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 278.0 seconds/vehicle (LOS "F") and 294.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 356.1 seconds/vehicle (LOS "F") and 405.1 seconds/vehicle (LOS "F") respectively under the Action condition.

- During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 72.2 seconds/vehicle (LOS "E") under the No-Action condition to 117.8 seconds/vehicle (LOS "F") under the Action condition.

- East 125th Street/Park Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 36.0 seconds/vehicle (LOS "D") under the No-Action condition to 66.6 seconds/vehicle (LOS "E") under the Action condition. During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 28.7 seconds/vehicle (LOS "C") under the No-Action condition to 58.2 seconds/vehicle (LOS "E") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 136.3 seconds/vehicle (LOS "F") and 33.9 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 188.3 seconds/vehicle (LOS "F") and 87.6 seconds/vehicle (LOS "F") respectively, under the Action condition.

- East 125th Street/Madison Avenue – During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition to 100.6 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 147.6 seconds/vehicle (LOS "F") under the No-Action condition to 260.0 seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 125.3 seconds/vehicle (LOS "F") under the No-Action condition to 203.7 seconds/vehicle (LOS "F") under the Action condition.

- 125th Street/Fifth Avenue – During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.5 seconds/vehicle (LOS "D") under the No-Action condition to 45.6 seconds/vehicle (LOS "D") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 152.3 seconds/vehicle (LOS "F") and 30.0 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 224.6 seconds/vehicle (LOS "F") and 74.7 seconds/vehicle (LOS "E") respectively, under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 413.7 seconds/vehicle (LOS "F") and 222.9 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 450.3 seconds/vehicle (LOS "F") and 293.5 seconds/vehicle (LOS "F") respectively, under the Action condition.

- West 125th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 74.0 seconds/vehicle (LOS "E") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 28.5 seconds/vehicle (LOS "C") under the No-Action condition to 61.7 seconds/vehicle (LOS "E") under the Action condition.

During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 504.7 seconds/vehicle (LOS "F") and 657.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 554.0 seconds/vehicle (LOS "F") and 758.2 seconds/vehicle (LOS "F") respectively, under the Action condition.

- West 125th Street/Adam Clayton Powell Jr. Boulevard – During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 125.2 seconds/vehicle (LOS "F") and 50.8 seconds/vehicle (LOS "D") respectively, under the No-Action condition to 193.9 seconds/vehicle (LOS "F") and 159.9 seconds/vehicle (LOS "F") respectively, under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle (LOS "F") and 130.0 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 395.0 seconds/vehicle (LOS "F") and 323.4 seconds/vehicle respectively, under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 441.4 seconds/vehicle (LOS "F") and 325.0 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 520.8 seconds/vehicle (LOS "F") and 452.0 seconds/vehicle (LOS "F") respectively, under the Action condition.

- West 125th Street/Frederick Douglass Boulevard – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 48.4 seconds/vehicle (LOS "D") under the No-Action condition to 97.5 seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 329.7 seconds/vehicle (LOS "F") and 585.8 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 359.5 seconds/vehicle (LOS "F") and 614.6 seconds/vehicle (LOS "F") respectively, under the Action condition.

- West 125th Street/St. Nicholas Avenue – During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 55.7 seconds/vehicle (LOS "E") under the No-Action condition to 87.7 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 207.8 seconds/vehicle (LOS "F") under the No-Action condition to 261.0 seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and southbound approaches are projected to increase from 112.0 seconds/vehicle (LOS "F") and 88.7 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 134.3 seconds/vehicle (LOS "F") and 95.8 seconds/vehicle (LOS "F") respectively, under the Action condition.

- West 125th Street/Morningside Avenue – During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 111.3 seconds/vehicle (LOS "F") under the No-Action condition to 117.8 seconds/vehicle (LOS "F") under the Action condition.

- West 125th Street/Amsterdam Avenue – During the weekday AM peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 89.6 seconds/vehicle (LOS "F") under the No-Action condition to 137.2 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles in the eastbound left-turn and through/right-turn lane groups are projected to increase from 47.3 seconds/vehicle (LOS "D") and 42.8 seconds/vehicle (LOS "D") respectively, under the No-Action condition to 66.1 seconds/vehicle (LOS "E") and 50.9 seconds/vehicle (LOS "D") respectively, under the Action condition. In addition, during the weekday PM peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 125.0 seconds/vehicle (LOS "F") under the No-Action condition to 128.6 seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the eastbound left-turn and through/right-turn lane groups are projected to increase from 101.3 seconds/vehicle (LOS "F") and 154.1 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 109.6 seconds/vehicle (LOS "F") and 172.3 seconds/vehicle (LOS "F") respectively, under the Action condition. In addition, delays for vehicles in the westbound through/right-turn lane group are projected to increase from 95.4 seconds/vehicle (LOS "F") under the No-Action condition to 99.5 seconds/vehicle (LOS "F") under the Action condition.

- West 125th Street/Broadway – During the weekday PM peak hour, delays for vehicles in the eastbound left-turn lane are projected to increase from 38.9 seconds/vehicle (LOS "D") under the No-Action condition to 49.4 seconds/vehicle (LOS "D") under the Action condition.

- West 125th Street/12th Avenue – During the weekday midday peak hour, delays for vehicles in the southbound left-turn lane are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 55.7 seconds/vehicle (LOS "E") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the southbound left-turn lane are projected to increase from 95.2 seconds/vehicle (LOS "F") under the No-Action condition to 107.7 seconds/vehicle (LOS "F") under the Action condition.

3.15.4 RECOMMENDED MITIGATION MEASURES

This section presents potential transportation-related improvement measures that address the significant adverse traffic impacts that would occur as a result of the proposed action. It should be noted that one of the recommended mitigation measures described below is the prohibition of eastbound and westbound left-turns on 125th Street from 7:00 AM to 7:00 PM, Monday through Saturday, between Third Avenue and Amsterdam Avenue (As shown in Figures 3.15-18 to 3.15-21). Because of the localized re-routing of traffic that would result from implementation of this particular mitigation measure, additional traffic impacts are generated on the study area roadway network. Therefore, the mitigation measures described below mitigate all significant traffic impacts, resulting from the proposed Action and the re-routing of traffic associated with the eastbound and westbound left-turn prohibitions on 125th Street.

135th Street Corridor

- West 135th Street/Lenox Avenue – Re-allocate three seconds of green time from the north-south phase to the east-west phase during the weekday AM and PM peak periods.

- West 135th Street/Adam Clayton Powell Jr. Boulevard
    - Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet south of West 135th Street during the weekday PM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Adam Clayton Powell Jr. Boulevard, south of West 135th Street, during the weekday PM peak period.

    - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

    - With these improvements, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. However, re-allocating six seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period would mitigate this impact.

126th Street Corridor

- East 126th Street/Lexington Avenue
    - Prohibit on-street parking along the south side of East 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lexington Avenue during all peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of East 126th Street, east of Lexington Avenue, during all four peak periods.

- Re-allocate four seconds of green time from the southbound phase to the westbound phase during all four peak periods.

- 126th Street/Park Avenue
  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday AM and midday peak periods.

  - Re-allocate two seconds of green time from the north-south phase to the westbound phase during the weekday PM peak period.

- 126th Street/Fifth Avenue
  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Fifth Avenue during the weekday midday and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of Fifth Avenue, during these two peak periods.

  - Re-allocate four seconds of green time from the southbound phase to the westbound phase during the weekday AM, weekday PM, and Saturday midday peak hours.

- West 126th Street/Lenox Avenue
  - Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lenox Avenue during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the north side of 126th Street, east of Lenox Avenue, during these peak periods.

  - Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 126th Street during the weekday AM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 126th Street during the weekday AM peak period.

  - Re-allocate two four seconds of green time from the westbound phase and six seconds of green time from to the north-south phase, to the lagging northbound phase, during the weekday AM, weekday PM, and Saturday midday peak period.

  - Re-allocate four seconds of green time from the westbound phase and four seconds of green time from the north-south phase, to the lagging northbound phase, during the weekday midday peak period.

- Re-allocate two seconds of green time from the westbound phase and eight seconds of green time from to the north-south phase, to the lagging northbound phase, during the weekday PM midday peak period.

- With these improvements, an unmitigated impact will remain during the weekday AM, weekday PM, and Saturday midday peak hours for northbound left-turns. However, re-allocating six seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period, eight seconds during the weekday PM peak period, and five seconds during the Saturday midday peak period would mitigate this impact.

- The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

- West 126th Street/Frederick Douglass Boulevard
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM, midday, and PM peak periods.

  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday Saturday midday peak period.

- West 126th Street/St. Nicholas Avenue
  - Re-stripe the northbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of St. Nicholas Avenue during the weekday AM and weekday PM peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of St. Nicholas Avenue, during these two peak periods.

  - Re-allocate one second of green time from the westbound phase to the north-south phase, during the weekday midday peak period.

- West 126th Street/Morningside Avenue
  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday AM peak period.

  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday midday, weekday PM, and Saturday midday peak periods.

125th Street Corridor

- Prohibit left-turns on 125th Street – Install signage to prohibit eastbound and westbound left-turns for all vehicles except buses at all intersections along 125th Street between Amsterdam Avenue and Third Avenue (inclusive) between the hours of 7:00 AM and 7:00 PM Monday through Saturday. (Figures 3.15-18 through 3.15-21 show the revised Action traffic volumes during each of the four peak hours with these left-turn prohibitions in place.)

- East 125th Street/First Avenue – Re-allocate one second of green time from the northbound phase to the eastbound phase during the weekday PM peak period.

- East 125th Street/Second Avenue
- Re-allocate three seconds of green time from the southbound phase, with one second of green time to the Tri-Borough Bridge off-ramp, and two seconds of green time to the east-west phase during the weekday AM peak period.

    - Re-allocate three seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period.

    - Re-allocate five seconds of green time from the southbound phase, with two seconds of green time to the Tri-Borough Bridge off-ramp, and three seconds of green time to the east-west phase during the Saturday midday peak period.

    - During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. It should be noted that the Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane. Even with this measure—and additional on-street parking removal along the north side of 125th Street (i.e. in the westbound direction)—the significant adverse impacts at this intersection would not be mitigated during the weekday PM peak hour. Widening of the 125th Street, Second Avenue, and the Tri-borough Bridge off-ramp approaches were also not considered due to the potential impacts on right-of-way and the need for property acquisition. As such, an unmitigated impact remains at this intersection during the weekday PM peak hour.

- East 125th Street/Third Avenue
    - Re-allocate three seconds of green time from the northbound phase to the east-west phase during the weekday AM and midday peak period.

    - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period. With this improvement, an

unmitigated impact will remain during the weekday PM peak hour on the westbound approach. However, re-allocating six seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period would mitigate this impact. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- Re-allocate four seconds of green time from the northbound phase to the east-west phase during the Saturday midday peak period.

- East 125th Street/Lexington Avenue
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating nine seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period would mitigate this impact.
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating 11 seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period would mitigate this impact.
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the Saturday midday peak period. With this improvement, an unmitigated impact will remain during the Saturday midday peak hour on the westbound approach. However, re-allocating five seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period would mitigate this impact.
  - Removal of on-street parking on 125th Street was considered during the weekday midday, weekday PM, and Saturday midday peak periods, but not recommended as a viable mitigation measure.

- 125th Street/Fifth Avenue
  - Re-allocate two seconds of green time from the east-west phase to the southbound phase during the weekday AM peak period.
  - Re-allocate three seconds of green time from the east-west phase to the southbound phase during the weekday PM peak period.

- West 125th Street/Lenox Avenue
  - Prohibit on-street parking along the west side of Lenox Avenue for a distance of approximately 100 feet north of West 125th Street during the weekday AM peak period, to accommodate southbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 125th Street, during the weekday AM peak period.

  - Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Lenox Avenue, south of West 125th Street, during the weekday PM peak period.

  - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

  - Re-allocate one second of green time from the east-west phase to the north-south phase during the Saturday midday peak period.

- West 125th Street/St. Nicholas Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday midday and Saturday midday peak periods.

  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the northbound approach.

- West 125th Street/Morningside Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

- West 125th Street/Amsterdam Avenue
  - Re-allocate two seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.

- West 125th Street/Broadway
  - Re-allocate one-half second of green time from the north-south through phase, and one-half second of green time from the north-south left-turn phase, to the east-west phase during the weekday PM peak period. (It should be noted that the

signal timing parameters provided in the Manhattanville EIS, and used as a basis for this analysis, shows signal timing in one-half second increments.)

- West 125th Street/12th Avenue
  - Re-allocate two seconds of green time from the westbound phase to the southbound leading phase during the weekday midday peak period.

  - Re-allocate one second of green time from the westbound phase to the southbound leading phase during the Saturday midday peak period.

124th Street Corridor

- East 124th Street/Lexington Avenue
  - Prohibit on-street parking along the east side of Lexington Avenue between East 125th Street and East 124th Street during the weekday AM, weekday PM, and Saturday peak periods, to accommodate southbound left-turns in a separate lane. This change would result in the loss of approximately 10 existing parking spaces along the east side of Lexington Avenue, between East 124th Street and East 125th Street, during these three peak periods.

- West 124th Street/Frederick Douglass Boulevard – Re-allocate one second of green time from the north-south phase to the eastbound phase during the weekday PM peak period.

- West 124th Street/St. Nicholas Avenue
  - Re-stripe the southbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – Re-allocate two seconds of green time from the north-south phase to the east-west phase during the weekday AM peak period.

Table 3.15-8 compares the results of the traffic analyses under year 2017 Mitigated Action and No-Action conditions during each peak hour. As shown in Table 3.15-8, significant adverse traffic impacts would remain at the following intersections, with implementation of the proposed mitigation measures described above:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- West 126th Street/Lenox Avenue (weekday AM, weekday PM, and Saturday midday peak hours)
- East 125th Street/Second Avenue (weekday PM peak hour)
- East 125th Street/.Third Avenue (weekday PM peak hour)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)

Application and implementation of the traffic engineering improvements described above would require approval from NYCDOT. As shown in the February 2008 memorandum from Urbitran to NYCDOT (see Appendix "I"), the proposed mitigation measures have been either approved by NYCDOT or addressed herein as part of the FEIS. In the absence of the approval and implementation of the proposed mitigation measures, the identified significant adverse impacts would remain.

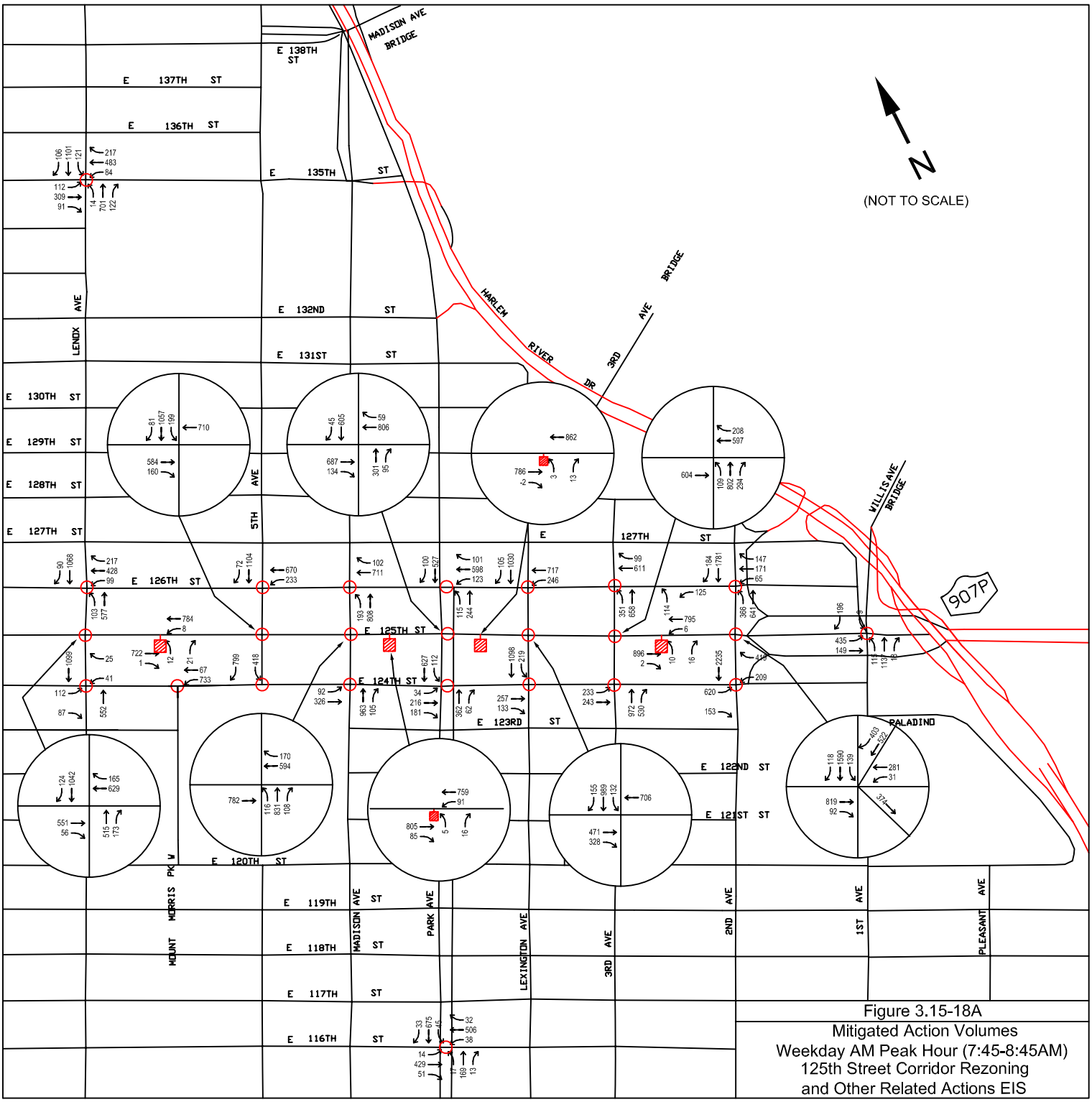


Figure 3.15-18A
Mitigated Action Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

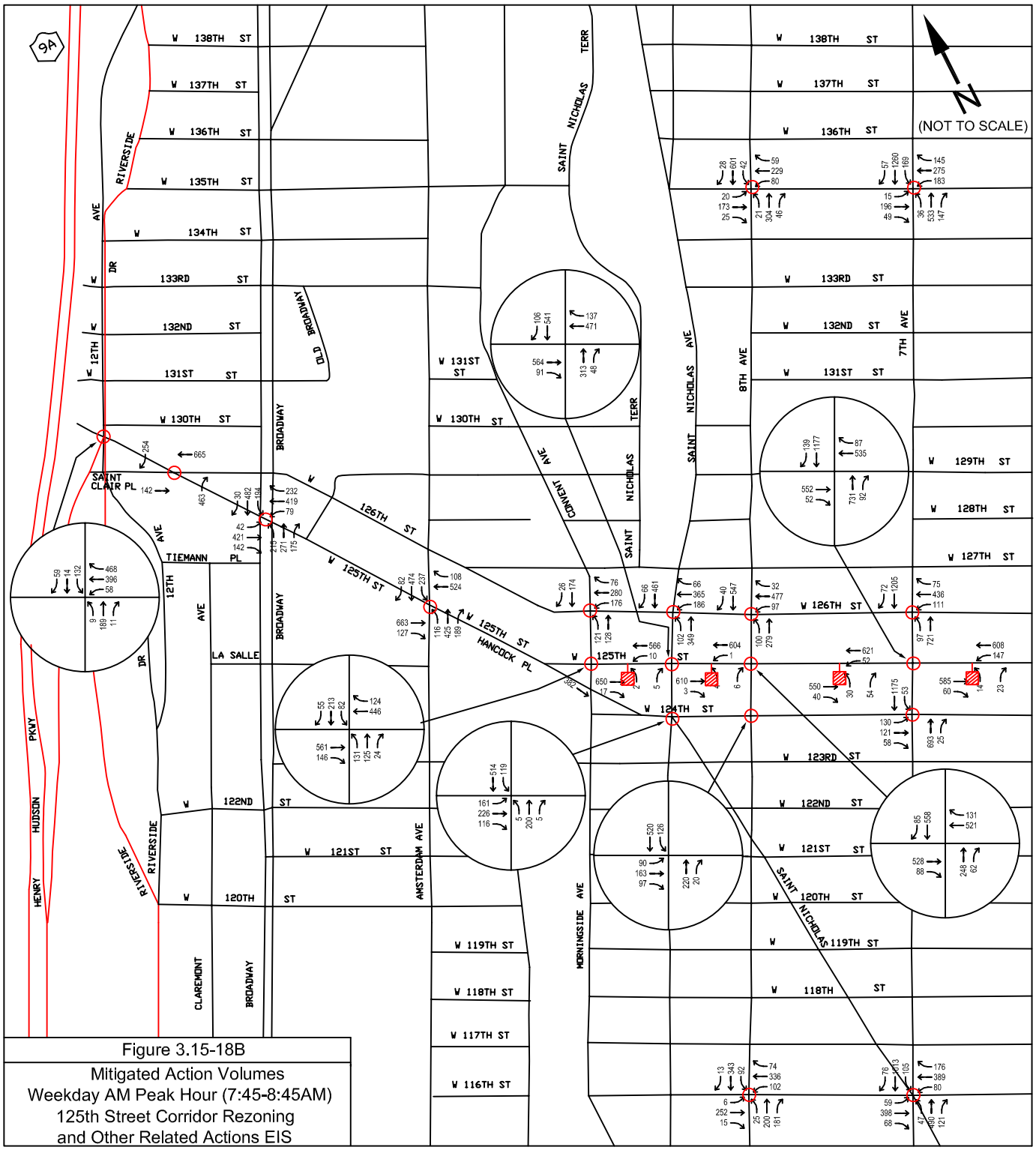


Figure 3.15-18B
Mitigated Action Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

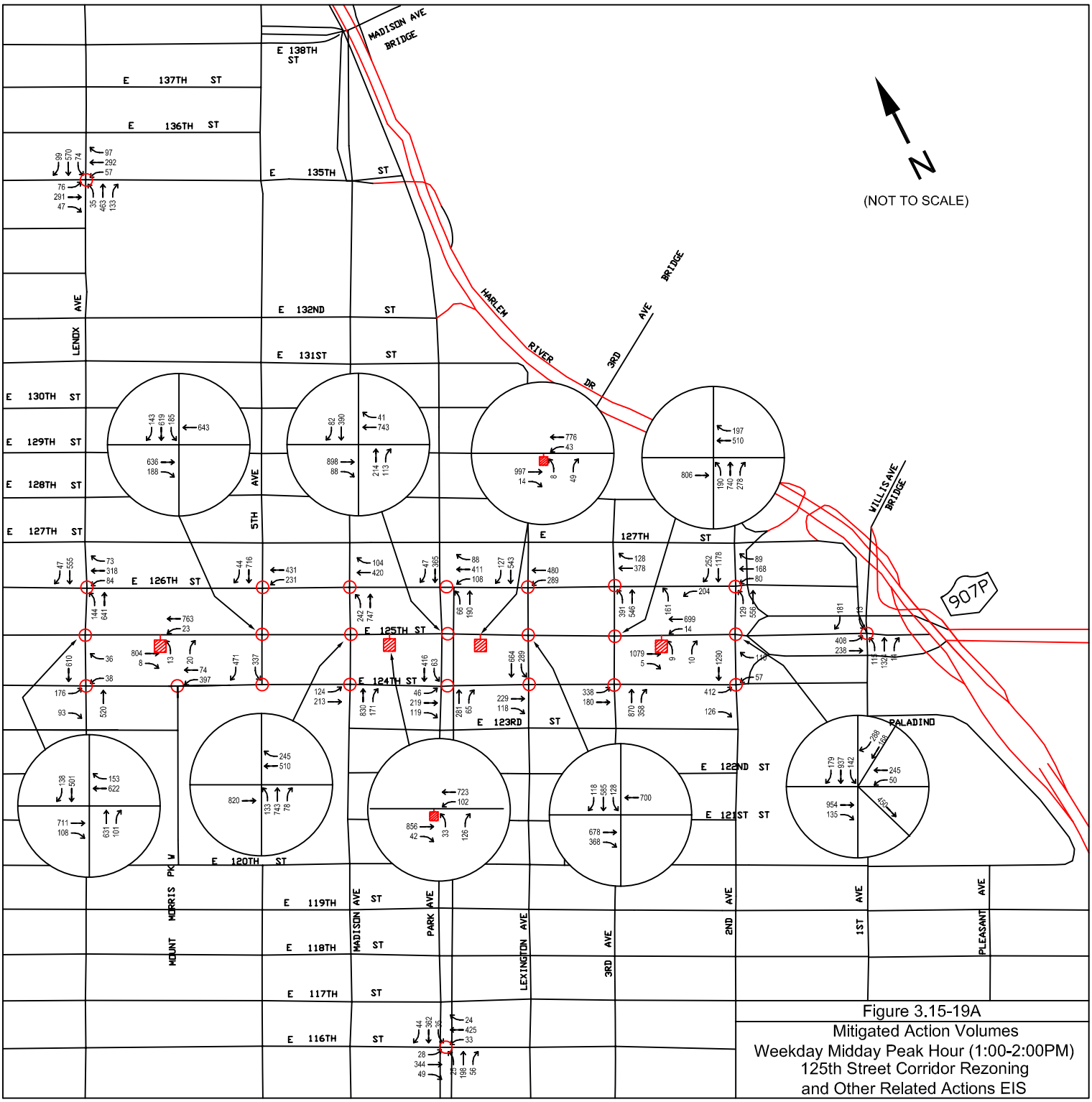


Figure 3.15-19A
Mitigated Action Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

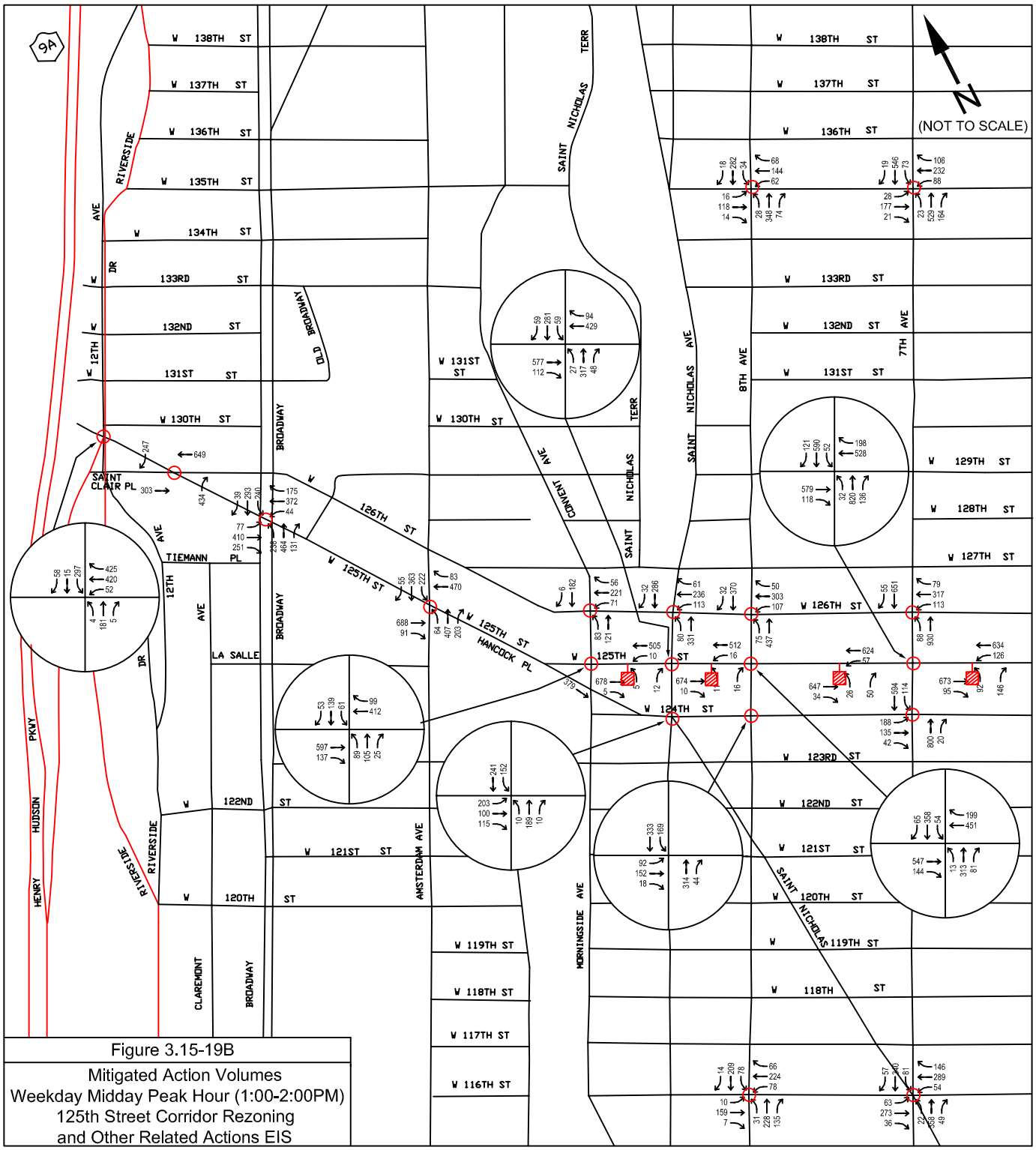


Figure 3.15-19B

Mitigated Action Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

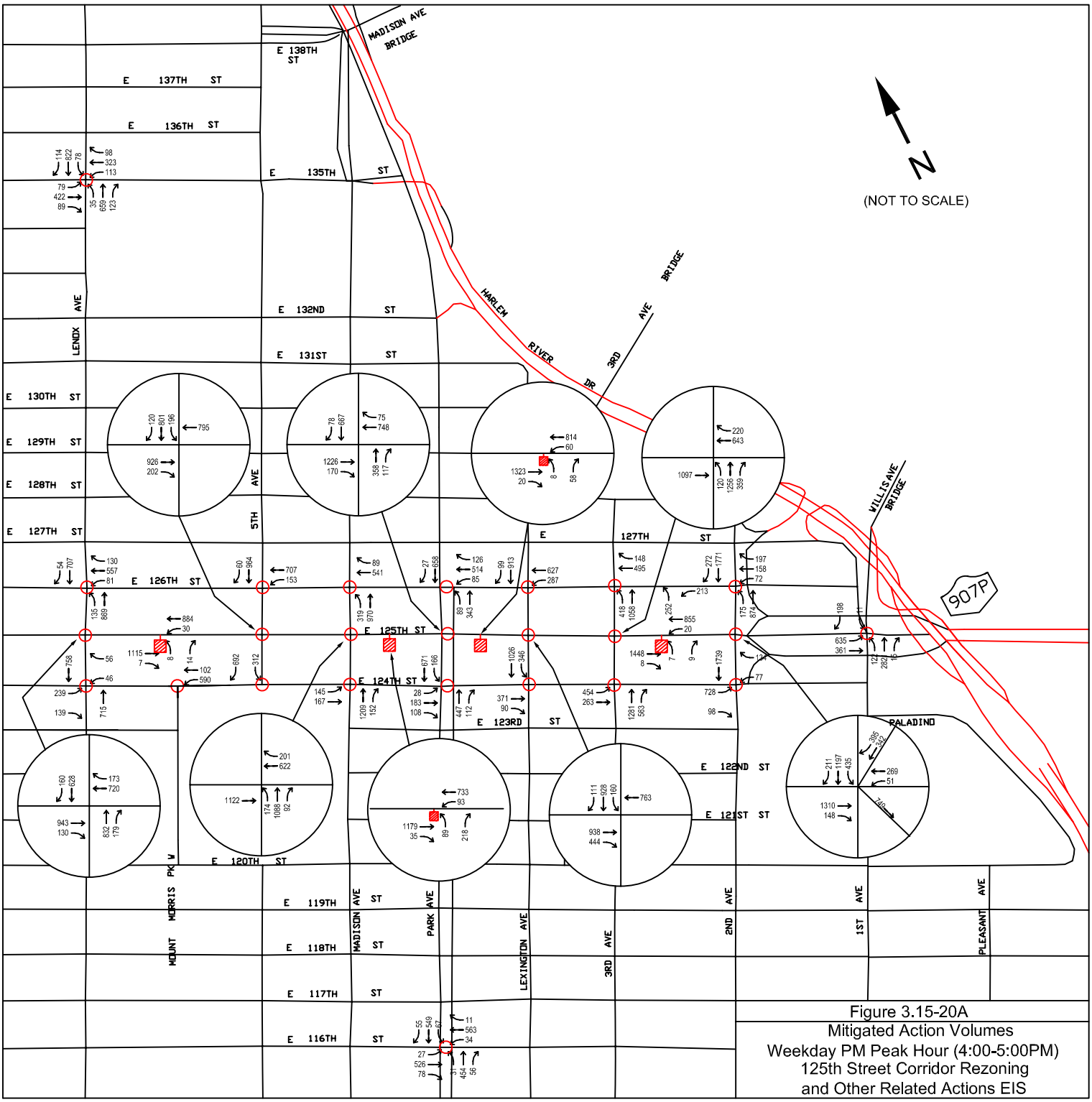


Figure 3.15-20A
Mitigated Action Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

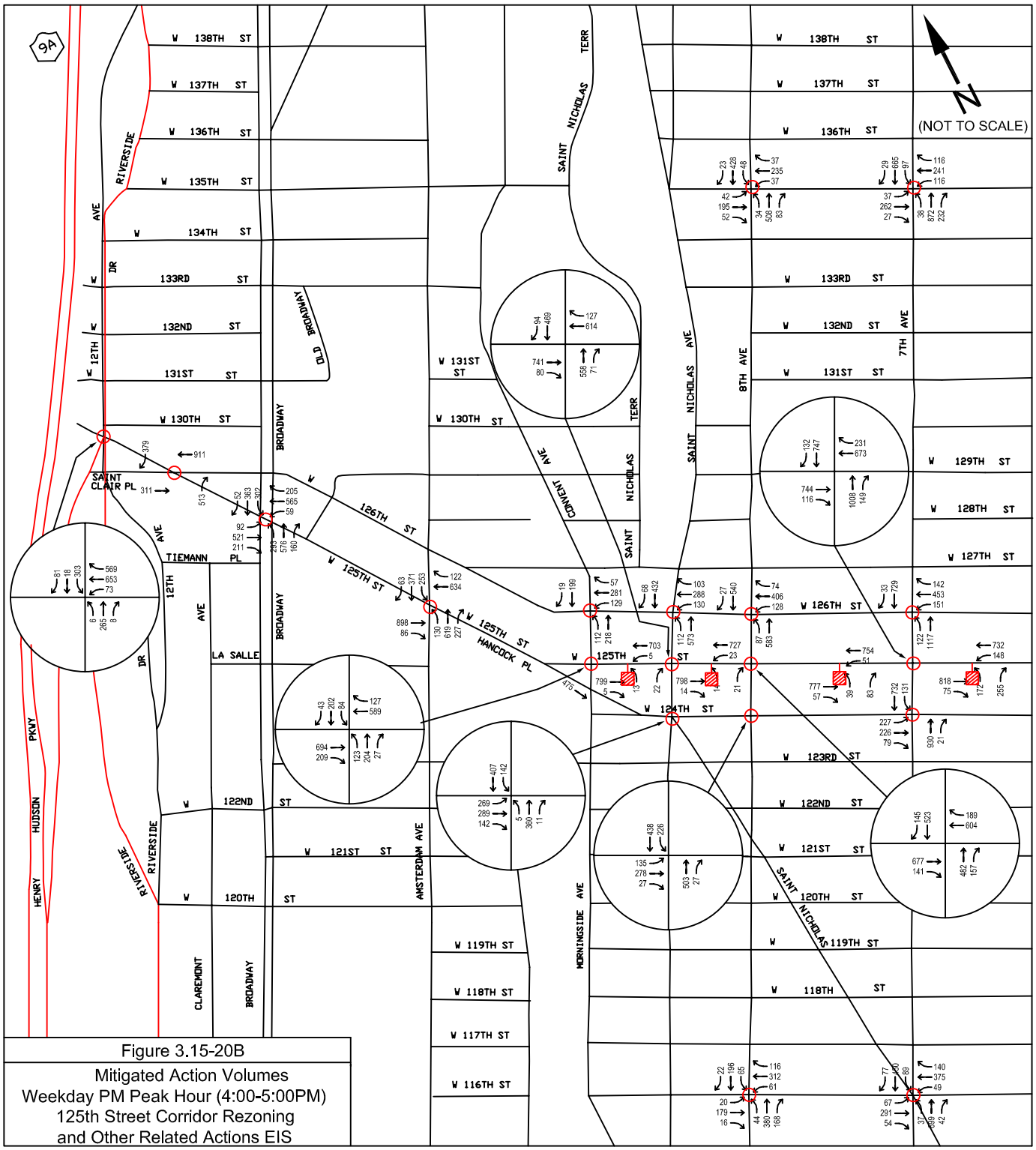


Figure 3.15-20B
Mitigated Action Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

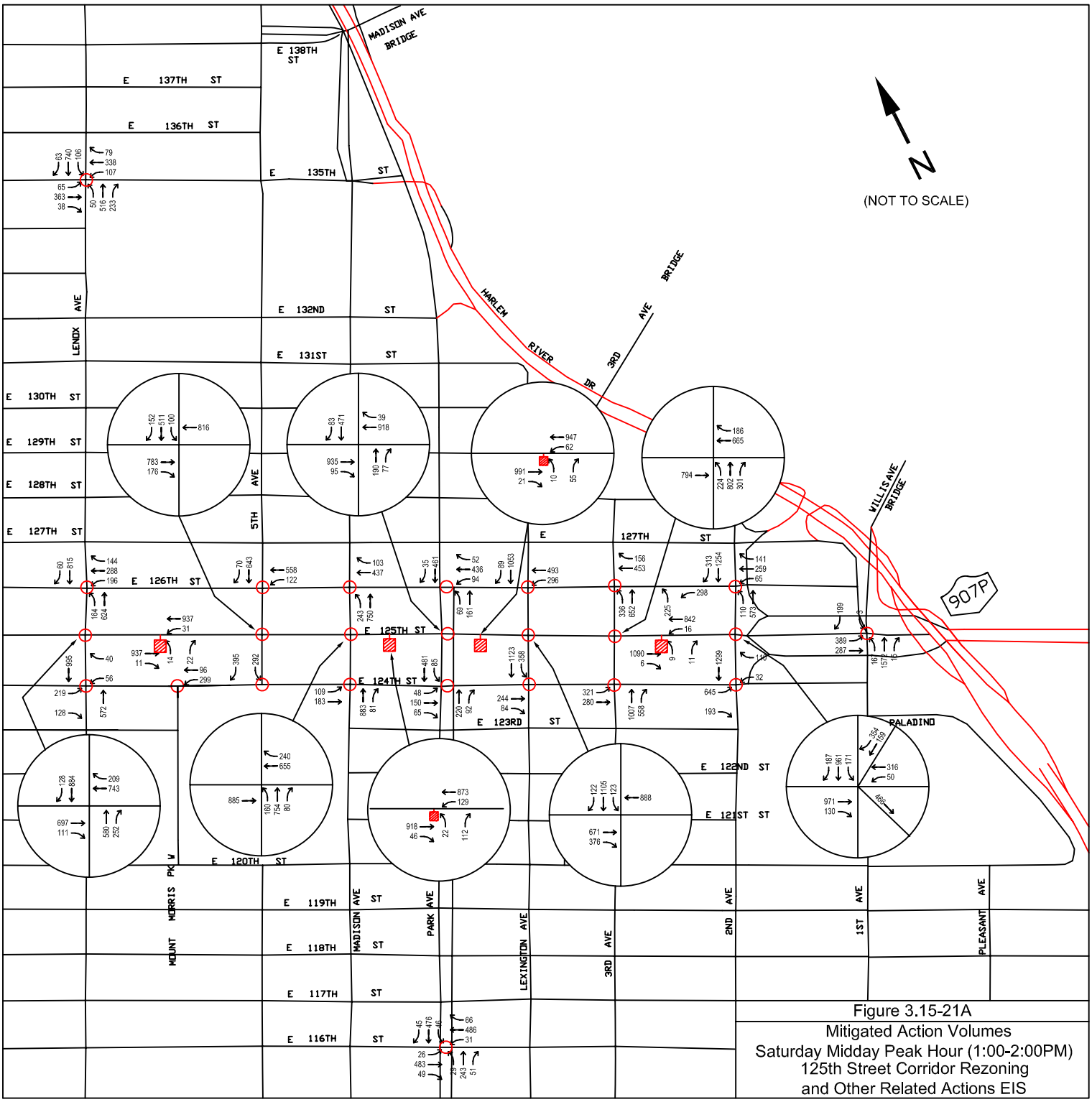


Figure 3.15-21A
Mitigated Action Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

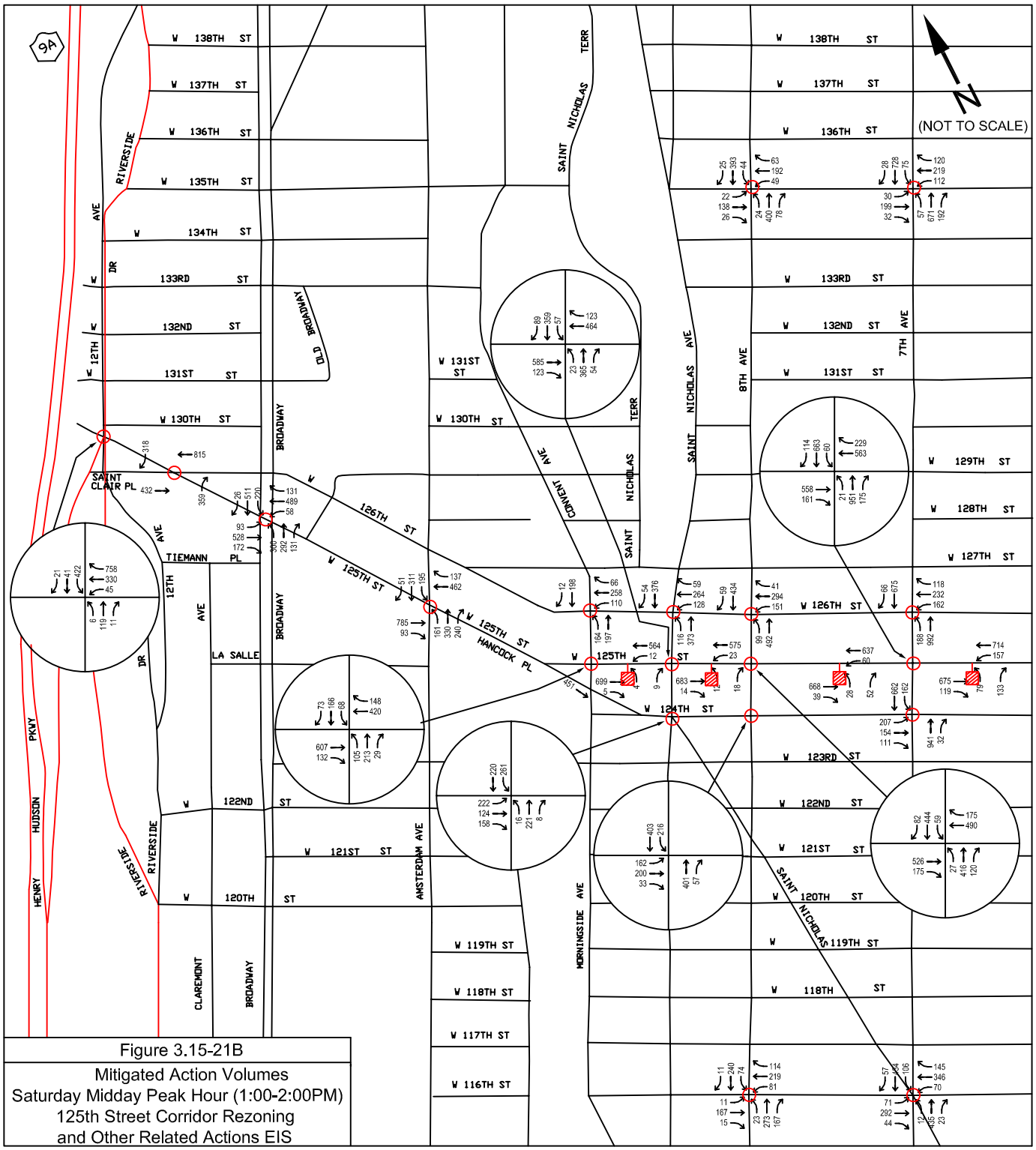


Figure 3.15-21B
Mitigated Action Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

This graphic was revised subsequent to the release of the DEIS.

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	**EB**	LTR	----	-----	-----	0.96	56.9	E		0.69	31.1	C	0.87	44.0	D	
			DefL	1.11	147.8	F	----	-----	-----		----	-----	-----	----	-----	-----	
			TR	0.87	47.2	D	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.02	66.1	E	1.00	60.1	E		0.73	32.3	C	0.75	33.3	C	
		NB	L	0.22	14.8	B	0.27	19.3	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.63	18.0	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.66	32.3	C		0.30	13.8	B	0.30	13.8	B	
			TR	0.77	19.8	B	0.84	24.6	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.91**	**36.1**	**D**		**0.57**	**20.7**	**C**	**0.63**	**23.6**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	**EB**	LTR	0.57	28.8	C	0.63	30.9	C		0.50	27.0	C	0.61	30.9	C	
		WB	L	0.88	64.1	E	0.89	65.8	E		0.44	28.3	C	0.45	28.6	C	
			TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.48	13.7	B		0.45	13.3	B	0.47	13.6	B	
			LT	-----	------	-----	-----	------	-----		-----	------	-----	-----	------	-----	
			R	-----	------	-----	-----	------	-----		-----	------	-----	-----	------	-----	
		SB	DefL	----	-----	-----	----	-----	-----		----	-----	-----	----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			LTR	0.88	24.3	C	0.90	26.5	C		0.35	12.0	B	0.36	12.1	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**31.5**	**C**		**0.60**	**20.6**	**C**	**0.61**	**21.0**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	**EB**	LTR	0.73	27.8	C	0.43	27.8	C		0.23	25.1	C	0.23	25.2	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.30	9.3	A		0.33	9.6	A	0.34	9.7	A	
		SB	LTR	0.45	10.9	B	0.46	10.9	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.7**	**C**		**0.54**	**25.6**	**C**	**0.54**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	**WB**	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.5	C	
		NB	L	1.06	98.6	F	1.06	98.6	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.7	C		0.45	20.3	C	0.45	20.4	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.8**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	**WB**	TR	0.70	28.7	C	0.69	28.6	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.36	11.9	B		0.27	11.2	B	0.34	11.7	B	
		Overall		**0.46**	**19.0**	**B**	**0.49**	**18.6**	**B**		**0.33**	**15.7**	**B**	**0.37**	**15.5**	**B**	
6	**East 126th Street and Lexington Avenue**	**WB**	LT	1.14	174.1	F	-----	------	-----		1.14	111.3	F	-----	------	-----	
			L	-----	------	-----	0.45	22.9	C		-----	------	-----	0.55	24.8	C	
			T	-----	------	-----	0.99	117.5	F		-----	------	-----	0.63	26.1	C	
		SB	TR	0.73	19.9	B	0.80	25.5	C		0.51	14.3	B	0.56	17.4	B	
		Overall		**0.90**	**83.7**	**F**	**0.88**	**56.3**	**E**		**0.75**	**59.7**	**E**	**0.59**	**21.7**	**C**	
7	**East 126th Street and Park Avenue**	**WB**	LTR	0.98	75.6	E	0.98	66.2	E		0.78	36.7	D	0.77	32.9	C	
		NB	DefL	0.38	12.7	B	0.43	16.1	B		----	-----	-----	----	-----	-----	
			T	0.35	10.7	B	0.38	13.1	B		-----	-----	-----	-----	-----	-----	
			TH	----	----	----	----	----	----		0.22	9.1	A	0.24	11.2	B	
		SB	TR	0.42	10.9	B	0.45	13.3	B		0.26	9.3	A	0.28	11.5	B	
		Overall		**0.61**	**37.2**	**D**	**0.66**	**36.8**	**D**		**0.44**	**21.6**	**C**	**0.47**	**21.8**	**C**	
8	**East 126th Street and Madison Avenue**	**WB**	TR	0.85	35.9	D	0.84	35.5	D		0.56	26.1	C	0.56	26.2	C	
		NB	LT	0.61	15.8	B	0.69	17.5	B		0.55	14.7	B	0.65	16.7	B	
		Overall		**0.70**	**25.5**	**C**	**0.75**	**25.6**	**C**		**0.55**	**19.2**	**B**	**0.62**	**20.1**	**C**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
9	**126th Street and 5 th Avenue**	**WB**	LT	1.08	84.4	F	1.08	80.1	F		0.87	43.0	D	-----	------	-----	
			L	-----	------	-----	-----	------	-----		-----	------	-----	0.49	26.2	C	
			T	-----	------	-----	-----	------	-----		-----	------	-----	0.80	37.6	D	
		SB	TR	0.80	21.3	C	0.87	27.6	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.96**	**50.4**	**D**		**0.65**	**26.1**	**C**	**0.62**	**23.3**	**C**	
10	**West 126 th Street and Lenox Avenue ****	**WB**	LTR	0.98	51.8	D	-----	------	-----		0.69	25.5	C	0.81	32.0	C	
			LT	-----	------	-----	0.72	27.0	C		-----	------	-----	-----	------	-----	
			R	-----	------	-----	0.47	23.1	C		-----	------	-----	-----	------	-----	
		NB	L	0.74	66.3	E	0.92	86.1	F	yes	0.58	30.0	C	0.79	44.7	D	
			T	0.44	18.3	B	0.40	15.4	B		0.46	18.6	B	0.44	17.0	B	
		SB	T	-----	------	-----	0.73	21.6	C		-----	------	-----	-----	------	-----	
			R	-----	------	-----	0.42	19.8	B		-----	------	-----	-----	------	-----	
			TR	0.99	48.2	D	-----	------	-----		0.47	18.8	B	0.46	17.4	B	
		Overall		**0.99**	**42.6**	**D**	**0.83**	**23.9**	**C**		**0.63**	**21.1**	**C**	**0.79**	**23.5**	**C**	
11	**West 126 th Street and Adam C. Powell Jr. Boulevard**	**WB**	LTR	0.73	28.7	C	0.79	31.4	C		0.56	26.3	C	0.62	27.7	C	
		NB	LT	0.54	16.2	B	----	----	-----		0.44	13.0	B	0.57	14.8	B	
			DefL	----	----	----	0.98	98.0	F		----	----	----	----	----	----	
			T	---	----	----	0.52	15.9	B		---	----	----	---	----	----	
		SB	TR	0.58	16.5	B	0.58	16.4	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.90**	**23.6**	**C**		**0.49**	**15.6**	**B**	**0.59**	**16.8**	**B**	
12	**West 126 th Street and Frederick Douglass Boulevard**	**WB**	LTR	0.96	53.5	D	0.97	51.3	D		0.78	36.0	D	0.83	37.0	D	
		NB	LT	0.31	14.0	B	0.53	19.5	B		0.34	12.1	B	0.46	15.3	B	
		SB	TR	0.45	15.5	B	0.48	17.7	B		0.27	11.3	B	0.29	13.1	B	
		Overall		**0.67**	**30.2**	**C**	**0.74**	**31.4**	**C**		**0.51**	**20.0**	**B**	**0.62**	**22.5**	**C**	
13	**West 126 th Street and St. Nicholas Avenue**	**WB**	LTR	0.96	51.0	D	----	----	----		0.79	32.4	C	0.90	44.9	D	
			L	----	----	----	0.30	17.1	B		----	----	----	----	----	----	
			TR	---	----	----	0.63	23.3	C		---	----	----	---	----	----	
		NB	LT	0.87	41.0	D	----	----	----		0.70	26.8	C	----	----	----	
			L	----	----	----	0.73	43.9	D		----	----	----	0.44	22.4	C	
			T	---	----	----	0.66	25.4	C		---	----	----	0.56	21.6	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.53	20.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.75**	**29.6**	**C**		**0.74**	**27.1**	**C**	**0.90**	**29.8**	**C**	
14	**West 126 th Street and Morningside Avenue**	**WB**	LTR	1.06	87.9	F	1.03	76.2	E		0.89	56.7	E	0.88	51.6	D	
		NB	LT	0.14	8.0	A	----	----	-----		0.11	7.8	A	----	-----	-----	
			DefL	----	----	----	0.33	12.7	B		----	----	----	0.22	10.7	B	
			T	---	----	----	0.21	10.6	B		---	----	----	0.18	9.9	A	
		SB	TR	0.29	9.6	A	0.31	11.9	B		0.27	9.5	A	0.29	11.1	B	
		Overall		**0.56**	**50.7**	**D**	**0.61**	**44.1**	**D**		**0.47**	**30.9**	**C**	**0.50**	**28.6**	**C**	
15	**East 125 th Street and 1st Avenue**	**EB**	LT	0.64	24.8	C	0.66	25.9	C		0.61	24.4	C	0.66	25.5	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.49**	**17.9**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.1**	**B**	
16	**East 125 th Street and 2nd Avenue**	**EB**	TR	0.66	32.8	C	0.65	30.8	C		0.72	27.7	C	0.71	25.4	C	
		WB	LT	1.16	121.7	F	1.14	111.8	F		0.92	50.9	D	0.94	50.1	D	
		SB	LTR	0.81	31.7	C	0.94	41.8	D		0.65	33.3	C	0.78	39.8	D	
		RAMP (SB)	TR	1.09	218.2	F	1.06	204.7	F		0.69	37.7	D	0.75	39.9	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
17	East 125th Street and 3rd Avenue	EB	TH	1.16	115.4	F	0.56	21.7	C		1.60	314.4	F	0.78	27.8	C	
		WB	TH	0.80	31.3	C	0.94	42.5	D		0.78	30.3	C	0.92	40.1	D	
		NB	LTR	0.39	14.4	B	0.46	16.9	B		0.43	14.8	B	0.53	17.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.69**	**25.9**	**C**		**0.94**	**121.0**	**F**	**0.71**	**26.6**	**C**	
18	East 125th Street and Lexington Avenue	EB	TR	0.91	41.1	D	0.95	44.0	D		1.03	68.6	E	1.20	129.5	F	yes
		WB	LT	1.41	322.6	F	0.68	30.5	C		1.54	292.2	F	0.63	22.7	C	
		SB	LTR	0.70	20.3	C	0.83	27.5	C		0.45	15.3	B	0.56	19.2	B	
		Overall		**1.01**	**113.1**	**F**	**0.89**	**33.2**	**C**		**0.93**	**123.1**	**F**	**0.87**	**64.7**	**E**	
19	East 125th Street and Park Avenue	EB	LTR	0.64	16.8	B	---	----	----		0.74	19.4	B	---	----	----	
			TR	---	----	----	0.61	15.9	B		---	----	----	0.75	19.6	B	
		WB	LTR	0.93	36.0	D	---	----	----		0.87	28.7	C	---	----	----	
			TR	---	----	----	0.70	18.3	B		---	----	----	0.64	16.6	B	
		NB	TR	0.46	24.6	C	0.48	24.9	C		0.36	23.1	C	0.38	23.4	C	
		SB	TR	0.56	28.0	C	0.48	30.0	C		0.50	25.1	C	0.58	26.5	C	
		Overall		**0.79**	**26.7**	**C**	**0.68**	**21.3**	**C**		**0.73**	**23.8**	**C**	**0.68**	**20.6**	**C**	
20	East 125th Street and Madison Avenue	EB	LT	0.88	32.4	C	---	----	----		0.99	52.0	D	---	----	----	
			T	---	----	----	0.63	20.0	B		---	----	----	0.66	20.7	C	
		WB	TR	0.57	18.9	B	0.70	22.0	C		0.67	21.0	C	0.86	30.2	C	
		NB	LTR	0.64	23.1	C	0.68	23.9	C		0.59	22.2	C	0.65	23.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.69**	**22.2**	**C**		**0.81**	**31.9**	**C**	**0.76**	**24.7**	**C**	
21	125th Street and 5th Avenue	EB	TR	0.80	33.8	C	0.70	23.7	C		0.80	35.5	D	0.72	24.1	C	
		WB	LT	0.80	27.4	C	---	----	----		0.81	27.9	C	---	----	----	
			T	---	----	----	0.60	21.1	B		---	----	----	0.50	18.0	B	
		SB	LTR	1.15	102.8	F	1.15	100.9	F		0.77	27.2	C	0.88	33.2	C	
		Overall		**1.00**	**64.8**	**E**	**0.92**	**60.0**	**E**		**0.82**	**30.1**	**C**	**0.80**	**26.0**	**C**	
22	West 125th Street and Lenox Avenue	EB	TR	0.51	19.4	B	0.55	20.2	C		0.77	26.8	C	0.77	26.2	C	
		WB	TR	0.69	29.0	C	0.84	40.1	D		0.81	29.8	C	0.81	29.1	C	
		NB	TR	0.66	22.6	C	0.66	22.8	C		0.63	21.8	C	0.65	22.4	C	
			T	---	----	----	---	----	----		---	----	----	---	----	----	
			R	---	----	----	---	----	----		---	----	----	---	----	----	
		SB	T	---	----	----	0.89	33.5	C		---	----	----	---	----	----	
			R	---	----	----	0.36	18.9	B		---	----	----	---	----	----	
			TR	1.00	50.9	D	---	----	----		0.57	20.8	C	0.63	22.0	C	
		Overall		**0.84**	**33.5**	**C**	**0.87**	**29.7**	**C**		**0.72**	**25.1**	**C**	**0.73**	**25.2**	**C**	
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.72	25.4	C	----	----	----		1.08	125.2	F	----	-----	-----	
			TR	----	----	----	0.55	20.2	C		----	----	----	0.73	27.8	C	
		WB	LTR	0.72	25.4	C	----	-----	-----		0.93	50.8	D	-----	-----	-----	
			TR	----	----	----	0.61	21.6	C		----	-----	-----	0.84	34.3	C	
		NB	TR	0.40	17.6	B	0.45	18.2	B		0.56	19.9	B	0.66	21.7	C	
		SB	TR	0.65	21.2	C	0.66	21.4	C		0.45	18.3	B	0.53	19.5	B	
		Overall		**0.69**	**22.0**	**C**	**0.64**	**20.4**	**C**		**0.82**	**52.8**	**D**	**0.75**	**25.4**	**C**	
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.76	33.7	C	----	----	----		0.75	20.5	C	----	----	----	
			TR	----	----	----	0.67	26.2	C		----	----	----	0.61	16.0	B	
		WB	LTR	0.77	26.0	C	----	----	----		0.80	23.4	C	----	----	----	
			TR	----	----	----	0.67	21.7	C		----	----	----	0.60	16.0	B	
		NB	TR	0.33	18.2	B	0.37	18.8	B		0.60	27.8	C	0.72	31.5	C	
		SB	TR	0.52	20.7	C	0.54	21.1	C		0.60	29.3	C	0.73	34.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.61**	**22.4**	**C**		**0.72**	**24.4**	**C**	**0.66**	**23.1**	**C**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
25	West 125th Street and St. Nicholas Avenue	EB	LTR	0.96	55.7	E	----	----	----		0.90	31.6	C	----	----	----	
			TR	----	----	----	0.67	20.9	C		----	----	----	0.68	20.4	C	
		WB	LTR	0.72	20.0	B	----	----	----		0.55	15.4	B	----	----	----	
			TR	----	----	----	0.58	17.4	B		----	----	----	0.50	16.6	B	
		NB	TR	0.56	28.5	C	0.73	32.0	C		0.69	33.6	C	0.85	41.0	D	
		SB	TR	1.00	64.8	E	0.99	30.6	C		0.83	41.7	D	0.86	41.7	D	
		Overall		**0.97**	**44.6**	**D**	**0.81**	**32.1**	**C**		**0.87**	**29.4**	**C**	**0.76**	**27.9**	**C**	
26	West 125th Street and Morningside Avenue	EB	LTR	0.65	17.0	B	----	----	----		0.61	16.1	B	----	----	----	
			TR	----	----	----	0.69	19.7	B		----	----	----	0.73	19.2	B	
		WB	LTR	0.64	17.1	B	----	----	----		0.52	14.6	B	----	----	----	
			TR	----	----	----	0.53	16.2	B		----	----	----	0.46	13.5	B	
		NB	DefL	0.79	50.6	D	0.76	45.3	D		0.50	30.7	C	0.52	31.8	C	
			TR	0.28	22.7	C	0.31	21.0	C		0.26	22.4	C	0.30	22.9	C	
			LTR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		SB	LTR	0.53	26.6	C	0.53	24.4	C		0.39	24.0	C	0.43	24.5	C	
		Overall		**0.70**	**21.5**	**C**	**0.72**	**21.5**	**C**		**0.57**	**18.0**	**B**	**0.65**	**19.2**	**B**	
27	West 125th Street and Amsterdam Avenue	EB	L	0.49	33.5	C	----	----	----		0.57	36.4	D	----	----	----	
			TR	0.87	37.4	D	0.61	25.1	C		0.82	33.7	C	0.56	24.3	C	
		WB	L	0.82	89.6	F	----	----	----		0.60	52.0	D	----	----	----	
			TR	0.65	27.3	C	0.45	22.8	C		0.63	26.7	C	0.44	22.6	C	
		NB	L	0.29	17.5	B	0.31	19.5	B		0.18	14.0	B	0.19	15.0	B	
			T	0.38	22.6	C	0.44	23.5	D		0.33	22.1	C	0.42	23.2	C	
			R	0.61	31.6	C	0.61	31.7	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.9	D		0.71	33.5	C	0.71	34.0	C	
			TR	0.50	24.5	C	0.59	26.1	F		0.36	22.5	C	0.42	23.3	C	
		Overall		*****	**32.0**	**C**	*****	**26.3**	**C**		*****	**29.8**	**C**	*****	**25.5**	**C**	
28	West 125th Street and Broadway	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.0	C	
			T	0.50	27.5	C	0.47	27.1	C		0.42	21.2	C	0.37	20.5	C	
			R	0.14	10.9	B	0.25	12.1	B		0.27	9.5	A	0.40	11.1	B	
		WB	L	0.44	32.0	C	0.42	31.1	C		0.20	20.1	C	0.18	19.6	B	
			T	0.45	26.8	C	0.48	27.3	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.50**	**25.9**	**C**		**0.52**	**25.9**	**C**	**0.50**	**25.6**	**C**	
29	West 125th Street and 12th Avenue	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.55	25.8	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.56	12.6	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.55	19.4	B		0.91	47.9	D	0.90	43.4	D	
			LTR	----	-----	-----	0.09	10.9	B		----	-----	-----	0.09	9.9	A	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**19.9**	**B**		**0.72**	**18.6**	**B**	**0.74**	**25.7**	**C**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
30	East 124th Street and 2nd Avenue	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			RT	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			RT	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	East 124th Street and 3rd Avenue	EB	LT	0.32	22.4	C	0.43	23.8	C		0.32	22.4	C	0.34	25.0	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.54	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.45**	**15.6**	**B**		**0.37**	**14.5**	**B**	**0.45**	**16.1**	**B**	
32	East 124th Street and Lexington Avenue	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	L	----	----	----	0.37	13.1	B		----	----	----	----	----	----	
			T	----	----	----	0.78	20.0	B		----	----	----	----	----	----	
			LT	0.93	31.6	C	----	----	----		0.57	15.2	B	0.78	20.7	C	
		Overall		**0.94**	**38.7**	**D**	**0.85**	**28.2**	**C**		**0.68**	**25.1**	**C**	**0.81**	**27.4**	**C**	
33	East 124th Street and Park Avenue	EB	LTR	0.45	22.0	C	0.47	2.3	C		0.34	20.2	C	0.35	20.3	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.2	C		0.46	15.8	B	0.46	15.8	B	
		Overall		**0.64**	**21.8**	**C**	**0.66**	**22.0**	**C**		**0.41**	**16.4**	**B**	**0.41**	**16.5**	**B**	
34	East 124th Street and Madison Avenue	EB	LT	0.29	22.1	C	0.40	23.4	C		0.23	21.4	C	0.35	22.9	C	
		NB	TR	0.65	16.5	B	0.65	16.5	B		0.71	18.3	B	0.72	18.3	B	
		Overall		**0.51**	**17.9**	**B**	**0.56**	**18.6**	**B**		**0.52**	**18.9**	**B**	**0.58**	**19.6**	**B**	
35	West 124th Street and Lenox Avenue	EB	L	0.32	28.1	C	0.33	28.2	C		0.53	33.0	C	0.64	37.0	D	
			LR	0.38	23.5	C	0.36	23.5	C		0.58	23.5	C	*	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.24	26.7	C		0.23	26.7	C	0.25	27.0	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.7	A	
		SB	T	0.64	12.9	B	0.64	13.0	B		0.34	9.1	A	0.36	9.3	A	
		Overall		**0.57**	**14.1**	**B**	**0.57**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.45**	**16.4**	**B**	
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.36	20.9	C	0.46	22.5	C		0.49	25.9	C	0.63	29.6	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	-----	-----		----	-----	-----	0.51	20.4	C	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.36	12.2	B	
			LT	0.65	18.4	B	0.67	18.7	B		0.39	12.4	B	----	----	----	
		Overall		**0.53**	**17.3**	**B**	**0.58**	**17.8**	**B**		**0.42**	**14.5**	**B**	**0.56**	**16.2**	**B**	
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.72	32.4	C	0.82	38.7	D		0.42	22.3	C	0.55	25.3	C	
		NB	TR	0.19	12.7	B	0.19	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	DefL	----	----	----	----	----	----		----	----	----	0.53	20.4	C	
			T	----	----	----	----	----	----		----	----	----	0.38	15.1	B	
			LT	0.38	14.6	B	0.48	15.9	B		0.34	14.2	B	----	----	----	
		Overall		**0.53**	**19.3**	**B**	**0.62**	**22.0**	**C**		**0.37**	**15.7**	**B**	**0.54**	**17.9**	**B**	
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.65	24.4	C	0.82	33.0	C		0.54	21.7	C	0.73	27.9	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	L	----	----	----	0.34	18.7	D		----	----	----	0.48	22.3	C	
			T	----	----	----	0.70	25.6	C		----	----	----	0.34	17.5	C	
			LT	0.80	30.0	C	----	----	----		0.52	20.8	C	----	----	----	
		Overall		**0.72**	**25.9**	**C**	**0.76**	**26.5**	**C**		**0.53**	**20.3**	**C**	**0.61**	**22.5**	**C**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
39	**East 116th Street and Park Avenue**	**EB**	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.7	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.04	66.4	E		0.66	21.4	C	0.66	21.4	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.1**	**D**		**0.61**	**21.7**	**C**	**0.61**	**21.7**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	**EB**	LTR	0.85	40.6	D	0.79	33.9	C		0.67	30.6	C	0.69	31.4	C	
		WB	LTR	1.02	70.1	E	0.97	54.8	D		0.72	31.6	C	0.83	38.2	D	
		NB	LTR	0.41	12.8	B	0.45	14.3	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.68	18.0	B		0.30	11.6	B	0.29	11.5	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**27.7**	**C**		**0.46**	**21.0**	**C**	**0.50**	**23.3**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	**EB**	LTR	0.38	23.6	C	0.38	23.6	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	0.98	62.5	E		0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.76	23.9	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.72	21.6	C		0.67	20.6	C	0.69	21.2	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**35.1**	**D**		**0.66**	**23.2**	**C**	**0.67**	**23.4**	**C**	
42	**West 125th Street and St. Clair Place**	**EB**	R	0.67	32.3	C	0.70	33.3	C		0.60	30.5	C	0.62	30.9	C	
		WB	R	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.69	28.3	C		0.67	28.0	C	0.70	28.8	C	
		SB	T	0.12	19.8	B	0.14	20.0	B		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.6**	**C**		*	**27.1**	**C**	*	**27.5**	**C**	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	**SB**	L	0.41	12.5	B	0.52	14.4	B		0.32	11.6	B	0.47	13.3	B	
			R	0.96	45.0	E	0.97	45.7	E		0.57	14.8	B	0.58	15.2	C	
44	**East 124th Street and Mt. Morris Park West**	**WB**	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB=**southbound, **EB=**eastbound, **WB=**westbound

L=exclusive left-turn, **T=** exclusive through, **R=**exclusive right-turn, **LTR=**shared left-through-right, **TR=**shared through/right-turn lane

LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table was revised subsequent to the release of the DEIS.

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	West 135th Street and Lenox Avenue	EB	LTR	0.8	35.3	D	0.89	41.7	D		0.58	27.2	C	0.76	33.6	C	
			DefL	----	-----	-----	----	-----	-----		----	-----	-----	----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.12	114.6	F	1.03	81.7	F		0.84	39.4	D	0.87	42.0	D	
		NB	L	0.36	16.7	B	0.41	21.0	C		0.24	13.1	B	0.24	13.4	B	
			TR	0.53	14.5	B	0.57	16.7	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.5	20.4	C	0.57	26.3	C		0.48	19.2	B	0.49	19.2	B	
			TR	0.61	15.8	B	0.66	18.6	B		0.54	14.6	B	0.56	14.8	B	
		Overall		**0.81**	**39.3**	**D**	**0.82**	**35.6**	**D**		**0.66**	**21.7**	**C**	**0.68**	**23.4**	**C**	
2	West 135th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.89	50.1	D	0.94	55.6	E	yes	0.62	30.5	C	0.71	35.2	D	
		WB	L	0.78	52.7	D	0.61	32.5	C		0.56	32.9	C	0.56	33.2	C	
			TR	0.91	53.4	D	0.77	34.0	C		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	-----	------	-----		0.50	13.7	B	0.53	14.1	B	
			LT	-----	------	-----	0.49	16.3	B		-----	------	-----	-----	------	-----	
			R	-----	------	-----	0.53	19.8	B		-----	------	-----	-----	------	-----	
		SB	DefL	0.68	34.2	C	0.69	35.8	D		----	-----	-----	----	-----	-----	
			TR	0.43	12.9	B	0.48	16.4	B		-----	-----	-----	-----	-----	-----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.48	13.6	B	
		Overall		**0.77**	**27.1**	**C**	**0.80**	**26.1**	**C**		**0.62**	**20.5**	**C**	**0.64**	**21.1**	**C**	
3	West 135th Street and Frederick Douglass Boulevard	EB	LTR	0.48	29.0	C	0.52	29.9	C		0.33	26.4	C	0.33	26.5	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.46	11.0	B		0.35	9.7	A	0.36	9.8	A	
		SB	LTR	0.4	10.3	B	0.36	9.9	A		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.64**	**26.7**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	East 126th Street and 2nd Avenue	WB	LTR	0.58	33.5	C	0.58	33.5	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.7	23.8	C	0.7	23.9	C		0.63	22.6	C	0.64	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.5**	**C**	
5	East 126th Street and 3rd Avenue	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.48	24.5	C	
		NB	LT	0.37	11.9	B	0.42	12.5	B		0.21	10.6	B	0.26	11.0	B	
		Overall		**0.43**	**16.4**	**B**	**0.46**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.35**	**16.2**	**B**	
6	East 126th Street and Lexington Avenue	WB	LT	1.36	212.2	F	-----	------	-----		1.27	162.7	F	-----	------	-----	
			L	-----	------	-----	0.50	23.5	C		-----	------	-----	0.58	25.2	C	
			T	-----	------	-----	0.78	31.5	C		-----	------	-----	0.68	27.9	C	
		SB	TR	0.67	17.0	B	0.73	21.2	C		0.77	19.9	B	0.85	26.1	C	
		Overall		**0.93**	**103.3**	**F**	**0.75**	**24.9**	**C**		**0.96**	**73.0**	**E**	**0.78**	**26.4**	**C**	
7	East 126th Street and Park Avenue	WB	LTR	0.99	67.6	E	0.99	67.5	E		0.76	34.8	C	0.81	37.6	D	
		NB	DefL	----	-----	-----	----	-----	-----		-----	-----	-----	-----	-----	-----	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TH	0.45	11.6	B	0.48	13.1	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.49	12.7	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.67**	**33.8**	**C**		**0.47**	**20.5**	**C**	**0.48**	**22.2**	**C**	
8	East 126th Street and Madison Avenue	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.84	22.8	C		0.54	14.5	B	0.65	16.4	B	
		Overall		**0.74**	**23.2**	**C**	**0.77**	**24.6**	**C**		**0.55**	**19.3**	**B**	**0.62**	**20.1**	**C**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
9	126th Street and 5th Avenue	WB	LT	1.13	103.8	F	1.11	94.9	F		0.89	44.3	D	-----	------	-----	
			L	-----	------	-----	-----	------	-----		-----	------	-----	0.21	19.0	B	
			T	-----	------	-----	-----	------	-----		-----	------	-----	0.93	47.1	D	
		SB	TR	0.68	17.2	B	0.75	21.6	C		0.54	14.6	B	0.60	17.9	B	
		Overall		**0.85**	**54.5**	**D**	**0.91**	**54.9**	**D**		**0.68**	**26.8**	**C**	**0.74**	**29.2**	**C**	
10	West 126th Street and Lenox Avenue **	WB	LTR	1.00	57.4	E	-----	------	-----		0.92	43.7	D	-----	------	-----	
			LT	-----	------	-----	0.88	39.0	D		-----	------	-----	0.86	37.8	D	
			R	-----	------	-----	0.29	19.8	B		-----	------	-----	0.37	21.7	C	
		NB	L	0.76	53.7	D	0.98	86.8	F	yes	0.97	90.8	F	1.03	95.8	F	yes
			T	0.81	27.4	C	0.74	22.0	C		0.48	18.8	B	0.43	15.8	B	
		SB	T	-----	------	-----	0.53	17.2	B		-----	------	-----	0.51	16.8	B	
			R	-----	------	-----	0.24	154.0	F		-----	------	-----	0.16	13.4	B	
			TR	0.7	23.7	C	-----	------	-----		0.67	22.5	C	-----	------	-----	
		Overall		**0.91**	**35.9**	**D**	**0.93**	**27.9**	**C**		**0.94**	**31.0**	**C**	**0.95**	**27.5**	**C**	
11	West 126th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.82	34.4	C	0.89	39.7	D		0.59	27.0	C	0.64	28.3	C	
		NB	LT	0.58	14.9	B	0.73	18.3	B		0.57	14.8	B	-----	-----	-----	
			DefL	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.77	32.4	C	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.61	15.6	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.5	B	
		Overall		**0.67**	**19.5**	**B**	**0.79**	**22.6**	**C**		**0.58**	**16.4**	**B**	**0.72**	**18.7**	**B**	
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	1.07	90.6	F	1.08	90.5	F		0.65	41.5	D	0.76	44.9	D	
		NB	LT	0.38	8.2	A	0.48	10.7	B		0.38	12.5	B	0.53	17.0	B	
		SB	TR	0.31	7.5	A	0.33	9.1	A		0.34	12.6	B	0.38	15.3	B	
		Overall		**0.59**	**34.6**	**C**	**0.68**	**37.2**	**D**		**0.48**	**20.4**	**C**	**0.63**	**25.0**	**C**	
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.93	47.8	D	----	----	----		0.74	28.4	C	0.83	34.2	C	
			L	----	----	----	0.20	15.9	B		----	----	----	----	----	----	
			TR	---	----	----	0.39	18.3	B		---	----	----	---	----	----	
		NB	LT	1.13	103.4	F	----	----	----		1.02	70.9	E	----	----	----	
			L	----	----	----	0.68	38.8	D		----	----	----	0.72	41.8	D	
			T	---	----	----	0.89	39.3	D		---	----	----	0.64	24.4	C	
		SB	TR	0.77	29.2	C	0.77	29.4	C		0.76	28.6	C	0.77	29.2	C	
		Overall		**1.03**	**62.8**	**E**	**0.64**	**30.3**	**C**		**0.88**	**42.7**	**D**	**0.80**	**30.6**	**C**	
14	West 126th Street and Morningside Avenue	WB	LTR	1.12	158.6	F	1.13	152.6	F		1.11	111.6	F	1.12	112.4	F	
		NB	LT	0.19	8.4	A	0.29	10.7	B		0.19	8.4	A	-----	-----	-----	
			DefL	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.42	13.6	B	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.26	10.6	B	
		SB	TR	0.31	9.9	A	0.33	11.6	B		0.32	9.9	A	0.34	11.7	B	
		Overall		**0.58**	**75.0**	**E**	**0.62**	**71.8**	**E**		**0.58**	**52.7**	**D**	**0.67**	**52.5**	**D**	
15	East 125th Street and 1st Avenue	EB	LT	0.87	34.0	C	0.94	40.0	D		0.62	24.8	C	0.67	26.0	C	
		NB	L	0.2	16.1	B	0.20	16.9	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.87	42.2	D		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.90**	**40.8**	**D**		**0.53**	**17.5**	**B**	**0.55**	**18.0**	**B**	
16	East 125th Street and 2nd Avenue	EB	TR	0.83	47.9	D	0.92	68.1	E	yes	0.84	37.4	D	0.81	33.4	C	
		WB	LT	1.04	78.6	E	1.29	174.4	F	yes	1.75	381.3	F	1.69	353.8	F	
		SB	LTR	0.93	55.4	E	0.95	61.1	E	yes	0.45	22.7	C	0.55	27.3	C	
		RAMP (SB)	TR	1.02	120.2	F	1.08	139.0	F	yes	0.92	57.7	E	0.90	52.6	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
17	East 125th Street and 3rd Avenue	EB	TH	2.23	810.9	F	1.04	172.6	F		1.71	353.9	F	0.75	25.9	C	
		WB	TH	0.96	47.3	D	1.05	67.6	E	yes	0.89	37.9	D	0.96	44.8	D	
		NB	LTR	0.58	16.7	B	0.74	21.9	C		0.42	14.7	B	0.54	18.4	B	
		Overall		**1.3**	**290.6**	**F**	**0.89**	**76.7**	**E**		**0.98**	**126.5**	**F**	**0.74**	**28.0**	**C**	
18	East 125th Street and Lexington Avenue	EB	TR	1.3	278.0	F	1.59	403.5	F	yes	1.06	72.2	E	1.09	80.2	F	yes
		WB	LT	1.57	294.2	F	0.70	24.3	C		1.74	365.8	F	0.75	25.8	C	
		SB	LTR	0.63	18.1	B	0.76	23.4	C		0.63	17.9	B	0.76	23.4	C	
		Overall		**1.04**	**186.7**	**F**	**1.16**	**183.8**	**F**		**1.11**	**134.6**	**F**	**0.92**	**43.9**	**D**	
19	East 125th Street and Park Avenue	EB	LTR	1.06	136.3	F	----	-----	-----		0.72	18.5	B	-----	-----	-----	
			TR	----	-----	-----	1.1	145.4	F		-----	-----	-----	0.71	17.9	B	
		WB	LTR	0.92	33.9	C	----	-----	-----		0.79	21.8	C	-----	-----	-----	
			TR	----	-----	-----	0.66	17.0	B		-----	-----	-----	0.68	17.2	B	
		NB	TR	0.5	25.4	C	0.52	25.7	C		0.28	22.1	C	0.30	22.3	C	
		SB	TR	0.72	30.0	C	0.77	31.6	C		0.57	26.2	C	0.60	26.8	C	
		Overall		**0.93**	**72.7**	**E**	**0.97**	**74.4**	**E**		**0.70**	**21.6**	**C**	**0.67**	**20.1**	**C**	
20	East 125th Street and Madison Avenue	EB	LT	1.26	147.6	F	----	-----	-----		1.20	125.3	F	-----	-----	-----	
			T	----	-----	-----	0.89	29.7	C		-----	-----	-----	0.75	25.2	C	
		WB	TR	0.67	20.6	C	0.82	26.5	C		0.76	25.7	C	0.92	36.9	D	
		NB	LTR	0.82	28.8	C	0.89	32.8	C		0.54	19.4	B	0.59	20.3	C	
		Overall		**1.06**	**67.9**	**E**	**0.89**	**30.1**	**C**		**0.87**	**56.9**	**E**	**0.76**	**27.4**	**C**	
21	125th Street and 5th Avenue	EB	TR	1.02	152.3	F	1.04	138.4	F		1.04	413.7	F	0.87	233.2	F	
		WB	LT	0.84	30.9	C	----	-----	-----		0.98	222.9	F	-----	-----	-----	
			T	----	-----	-----	0.66	23.3	C		-----	-----	-----	0.7	60.4	E	
		SB	LTR	0.93	39.0	D	0.92	35.4	D		0.65	23.5	C	0.71	25.0	C	
		Overall		**0.98**	**75.8**	**E**	**0.98**	**70.7**	**E**		**0.89**	**234.8**	**F**	**0.79**	**116.0**	**F**	
22	West 125th Street and Lenox Avenue	EB	TR	0.82	28.5	C	0.98	43.4	D		1.16	504.7	F	0.82	216.3	F	
		WB	TR	0.87	33.2	C	0.91	33.6	C		1.38	657.2	F	1.05	403.8	F	
		NB	TR	0.98	47.4	D	---	----	----		0.80	28.4	C	0.84	29.9	C	
			T	---	----	----	0.75	27.4	C		---	----	----	---	----	----	
			R	---	----	----	0.62	30.1	C		---	----	----	---	----	----	
		SB	T	---	----	----	---	----	----		---	----	----	---	----	----	
			R	---	----	----	---	----	----		---	----	----	---	----	----	
			TR	0.79	27.4	C	0.93	43.0	D		0.88	33.0	C	0.96	43.0	D	
		Overall		**0.93**	**34.9**	**C**	**0.96**	**36.8**	**D**		**1.13**	**315.6**	**F**	**1.00**	**175.3**	**F**	
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	1.39	268.3	F	----	-----	-----		1.06	441.4	F	----	-----	-----	
			TR	----	----	----	0.84	34.9	C		----	----	----	0.69	137.4	F	
		WB	LTR	1.09	130.0	F	----	-----	-----		0.93	325.0	F	----	-----	-----	
			TR	----	-----	-----	0.96	60.2	E		----	-----	-----	0.8	205.9	F	
		NB	TR	0.58	20.1	C	0.66	21.4	C		0.61	20.5	C	0.69	22.3	C	
		SB	TR	0.43	17.8	B	0.46	18.2	B		0.49	18.7	B	0.60	20.7	C	
		Overall		**0.99**	**106.9**	**F**	**0.81**	**32.9**	**C**		**0.84**	**186.7**	**F**	**0.75**	**87.2**	**F**	
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.71	21.8	C	----	-----	-----		1.20	329.7	F	----	-----	-----	
			TR	----	-----	-----	0.66	20.1	C		----	-----	-----	1.22	248.7	F	
		WB	LTR	0.98	48.4	D	----	-----	-----		1.19	585.8	F	----	-----	-----	
			TR	----	-----	-----	0.68	20.6	C		----	-----	-----	1.16	601.7	F	
		NB	TR	0.62	24.4	C	0.71	26.6	C		0.39	12.7	B	0.46	13.6	B	
		SB	TR	0.58	23.1	C	0.64	24.5	C		0.41	14.5	B	0.50	15.8	B	
		Overall		**0.82**	**30.1**	**C**	**0.69**	**22.8**	**C**		**0.72**	**274.3**	**F**	**0.78**	**253.7**	**F**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
25	**West 125th Street and St. Nicholas Avenue**	**EB**	LTR	1.21	207.8	F	----	-----	-----		0.80	112.0	F	----	-----	-----	
			TR	----	-----	-----	0.75	30.6	C		----	-----	-----	0.60	50.1	D	
		WB	LTR	0.7	18.8	B	----	-----	-----		0.55	36.5	D	----	-----	-----	
			TR	----	-----	-----	0.72	21.3	C		----	-----	-----	0.50	32.7	C	
		NB	TR	0.87	44.7	D	1.13	103.1	F	yes	0.73	36.0	D	0.86	41.4	D	
		SB	TR	0.9	85.4	F	0.84	56.4	E		1.06	88.7	F	1.04	75.8	E	
		Overall		**1.09**	**104.9**	**F**	**0.91**	**49.6**	**D**		**0.91**	**74.5**	**E**	**0.79**	**49.8**	**D**	
26	**West 125th Street and Morningside Avenue**	**EB**	LTR	0.68	17.5	B	----	-----	-----		0.63	111.3	F	----	-----	-----	
			TR	----	-----	-----	0.86	25.0	C		----	-----	-----	0.64	102.0	F	
		WB	LTR	0.8	23.0	C	----	-----	-----		0.50	36.4	D	----	-----	-----	
			TR	----	-----	-----	0.56	15.0	B		----	-----	-----	0.47	30.7	C	
		NB	DefL	----	-----	-----	----	-----	-----		0.59	33.3	C	----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		0.47	26.3	C	----	-----	-----	
			LTR	0.63	29.0	C	0.68	30.7	C		-----	-----	-----	0.64	29.5	C	
		SB	LTR	0.46	25.3	C	0.52	26.4	C		0.44	24.8	C	0.52	26.4	C	
		Overall		**0.74**	**22.3**	**C**	**0.79**	**23.0**	**C**		**0.61**	**61.4**	**E**	**0.64**	**57.1**	**E**	
27	**West 125th Street and Amsterdam Avenue**	**EB**	L	0.68	47.3	D	----	-----	-----		0.40	101.3	F	----	-----	-----	
			TR	0.93	42.8	D	0.69	27.3	F		0.97	154.1	F	0.66	39.2	D	
		WB	L	0.99	125	F	----	-----	-----		0.99	449.8	F	----	-----	-----	
			TR	0.72	28.2	C	0.56	25	F		0.66	95.4	F	0.47	45.7	D	
		NB	L	0.35	28.3	C	0.35	28.2	F		0.35	13.5	B	0.38	15.2	B	
			T	0.5	51.3	D	0.55	50.0	F		0.25	19.1	B	0.29	19.6	B	
			R	0.77	42.3	D	0.72	36.6	F		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.70	42.8	F		0.58	23.8	C	0.58	24.2	C	
			TR	0.35	22.9	C	0.39	22.1	F		0.22	18.8	B	0.31	19.8	B	
		Overall		*****	**40.6**	**D**	*****	**32.1**	**F**		*****	**94.6**	**F**	*****	**32.5**	**C**	
28	**West 125th Street and Broadway**	**EB**	L	0.57	38.9	D	0.63	44.0	D		0.50	31.7	C	0.52	32.9	C	
			T	0.63	30.0	C	0.56	27.9	C		0.56	26.2	C	0.54	25.8	C	
			R	0.23	11.8	B	0.37	13.5	B		0.21	7.3	A	0.29	8.1	A	
		WB	L	0.42	33.4	C	0.37	29.0	C		0.36	28.1	C	0.34	27.4	C	
			T	0.59	29.3	C	0.65	30.0	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.4	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.57	52.0	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.59	66.4	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.50	28.5	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.63	40.2	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.35	22.8	C		0.68	35.6	D	0.73	37.4	D	
			R	0.20	22.1	C	0.21	22.5	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.62**	**35.9**	**D**		**0.57**	**28.2**	**C**	**0.58**	**28.4**	**C**	
29	**West 125th Street and 12th Avenue**	**WB**	LT	0.76	34.2	C	0.84	38.3	D		0.35	21.5	C	0.38	22.5	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	1.00	47.3	D	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.84	27.0	C		1.10	95.2	F	1.10	94.7	F	
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.1	B	
		Overall		**0.67**	**25.9**	**C**	**0.74**	**28.3**	**C**		**1.07**	**51.3**	**D**	**1.07**	**52.0**	**D**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
30	East 124th Street and 2nd Avenue	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	East 124th Street and 3rd Avenue	EB	LT	0.4	24.5	C	0.63	28.8	C		0.39	23.3	C	0.59	26.2	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.56**	**18.2**	**B**		**0.43**	**15.2**	**B**	**0.50**	**16.9**	**B**	
32	East 124th Street and Lexington Avenue	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	L	----	----	----	0.56	16.4	B		----	----	----	0.64	18.4	B	
			T	----	----	----	0.65	16.4	B		----	----	----	0.70	17.6	B	
			LT	0.79	20.6	C	----	----	----		0.92	29.4	C	----	----	----	
		Overall		**0.86**	**32.9**	**C**	**0.77**	**27.8**	**C**		**0.84**	**30.4**	**C**	**0.71**	**20.8**	**C**	
33	East 124th Street and Park Avenue	EB	LTR	0.34	20.2	C	0.36	20.5	C		0.23	18.9	B	0.25	19.0	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.93	36.0	D		0.56	17.5	B	0.56	17.5	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**26.3**	**C**		**0.42**	**16.7**	**B**	**0.43**	**16.8**	**B**	
34	East 124th Street and Madison Avenue	EB	LT	0.19	21.1	C	0.37	23.1	C		0.19	21.0	C	0.31	22.3	C	
		NB	TR	0.88	25.6	C	0.89	26.0	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.69**	**25.4**	**C**		**0.43**	**16.3**	**B**	**0.48**	**17.2**	**B**	
35	West 124th Street and Lenox Avenue	EB	L	0.56	32.7	C	0.58	33.3	C		0.47	31.2	C	0.69	39.0	D	
			LR	0.64	23.5	C	*	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	D	
		WB	LR	0.36	28.5	C	0.38	28.9	C		0.39	29.7	C	0.42	30.3	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.44	10.1	B		0.55	11.4	B	0.57	11.7	B	
		Overall		**0.52**	**16.7**	**B**	**0.51**	**16.5**	**B**		**0.55**	**15.2**	**B**	**0.61**	**16.8**	**B**	
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.66	28.0	C	0.81	34.7	C		0.63	29.4	C	0.78	35.0	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.6	B	
		SB	DefL	0.67	32.0	C	0.75	40.8	D		----	-----	-----	0.78	38.7	D	
			T	0.46	15.1	B	0.47	15.2	B		-----	-----	-----	0.37	12.3	B	
			LT	-----	-----	-----	-----	-----	-----		0.42	12.7	B	----	-----	-----	
		Overall		**0.66**	**18.5**	**B**	**0.78**	**21.1**	**C**		**0.50**	**15.8**	**B**	**0.78**	**19.2**	**B**	
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.8	35.4	D	0.89	42.6	D		0.59	26.1	C	0.75	32.3	C	
		NB	TR	0.41	14.9	B	0.43	15.8	B		0.34	14.1	B	0.35	14.2	B	
		SB	DefL	----	-----	-----	0.83	44.0	D		----	-----	-----	0.72	29.6	C	
			T	----	-----	-----	0.54	18.0	B		----	-----	-----	0.41	15.4	B	
			LT	0.54	17.1	B	----	-----	-----		0.44	15.6	B	----	-----	-----	
		Overall		**0.65**	**21.2**	**C**	**0.86**	**27.1**	**C**		**0.51**	**17.7**	**B**	**0.73**	**21.9**	**C**	
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.66	23.8	C	0.91	38.4	D		0.67	25.3	C	0.86	36.3	D	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.38	18.3	B	
		SB	L	----	----	----	0.52	24.1	C		----	----	----	0.79	36.8	D	
			T	----	----	----	0.56	21.5	C		----	----	----	0.30	17.1	B	
			LT	0.74	26.7	C	----	----	----		0.75	29.6	C	----	----	----	
		Overall		**0.7**	**24.0**	**C**	**0.74**	**28.7**	**C**		**0.71**	**25.3**	**C**	**0.82**	**29.5**	**C**	

Table 3.15-8

Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?	2017 NO ACTION			2017 ACTION LEFT-TURN			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
39	**East 116th Street and Park Avenue**	**EB**	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.65	25.7	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.77	25.8	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	0.98	52.0	D		0.83	29.2	C	0.83	29.2	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**32.7**	**C**		**0.76**	**25.5**	**C**	**0.76**	**25.5**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	**EB**	LTR	0.73	32.9	C	0.75	34.1	C		0.68	30.8	C	0.70	31.6	C	
		WB	LTR	0.71	30.7	C	0.82	36.6	D		0.70	30.6	C	0.83	37.6	D	
		NB	LTR	0.4	12.5	B	0.42	12.7	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.38	12.4	B		0.34	12.0	B	0.34	12.0	B	
		Overall		**0.52**	**20.4**	**C**	**0.57**	**22.2**	**C**		**0.48**	**20.5**	**C**	**0.53**	**22.7**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	**EB**	LTR	0.3	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.8	24.8	C		0.63	18.0	B	0.64	18.4	B	
		SB	LTR	0.5	15.7	B	0.52	16.0	B		0.45	14.5	B	0.46	14.6	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.2**	**C**		**0.66**	**22.4**	**C**	**0.67**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	**EB**	R	0.73	24.4	C	0.81	39.9	D		0.49	28.2	C	0.51	28.6	C	
		WB	R	0.55	18.5	B	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.25	19.1	B	0.86	33.7	C		0.85	35.7	D	0.87	37.6	D	
		SB	T	0.79	29.8	C	0.29	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		**0.76**	**24.9**	**C**	*****	**32.6**	**C**		*****	**30.0**	**C**	*****	**30.8**	**C**	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	**SB**	L	0.26	11.0	B	0.43	12.7	B		0.27	11.0	B	0.40	12.3	B	
			R	0.84	26.9	D	0.85	28.1	D		0.49	13.1	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	**WB**	L	0.4	9.0	A	0.4	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB=**southbound, **EB=**eastbound, **WB=**westbound

L=exclusive left-turn, **T=** exclusive through, **R=**exclusive right-turn, **LTR=**shared left-through-right, **TR=**shared through/right-turn lane

LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table was revised subsequent to the release of the DEIS.

3.15.5 CONCLUSIONS

This chapter analyzes the effects of added traffic demand from the 26 projected development sites on the study area street system in the study area during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. The results of these analyses show that the additional traffic demand generated by the proposed action would generate significant adverse traffic impacts on 11 approaches at 8 intersections during the weekday AM peak hour, 10 approaches at 8 intersections during the weekday midday peak hour, 28 approaches at 16 intersections during the weekday PM peak hour, and 25 approaches at 15 intersections during the Saturday midday peak hour. The proposed mitigation measures described in this chapter would mitigate all of these operational impacts, with the exception of the following five (5) intersections where unmitigated impacts would remain under the Action condition:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- East 125th Street/Second Avenue (weekday PM peak hour)
- East 125th Street/.Third Avenue (weekday PM peak hour)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)

3.15.6 PARKING

3.15.7 EXISTING CONDITIONS

Parking

Off-Street Parking

Public off-street parking lots and garages within a ¼-mile radius of projected development sites were assessed for their capacities and approximate utilization during the weekday midday period (when worker and retail demand would be highest) and during the overnight period (when residential demand typically peaks). As shown in Figure 3.15-22, the parking study area extends from approximately Amsterdam Avenue on the west to the Harlem River on the east, and from 119th Street on the south to 131st Street on the north. Given the large study area, and to ensure that any localized shortfalls in capacity are identified, the analysis divides the parking study area into three sub-areas corresponding to those used for the traffic impact analysis, as shown in Figure 3.15-22

There are 16 public parking facilities providing a total of 2,024 spaces within the study area, of which 977 spaces are located in Sub-Area 1, 225 spaces are located in Sub-Area 2 and 822 spaces are located in Sub-Area 3 (see Table 3.15-9). Four parking facilities with a total of 286 spaces are located along Park Avenue (beneath the Metro-North viaduct) on the boundary between Sub-Areas 2 and 3. For analysis purposes, the capacities and demand at these facilities have been evenly divided between Sub-Areas 2 and 3. Of the 16 public parking facilities within the study area, nine remain open during the overnight period, providing a total overnight capacity of 1,544 spaces.

Existing weekday midday and overnight utilization rates at all public parking facilities within the study area were surveyed in November 2006 and confirmed in 2007. As shown in Table 3.15-9, in the weekday midday period, total utilization is approximately 61 percent in Sub-Area 1 (385 spaces available), 62 percent in Sub-Area 2 (86 spaces available), and 69 percent in Sub-Area 3 (251 spaces available). During the overnight period, utilization is approximately 54 percent in Sub-Area 1 (306 spaces available), 34 percent in Sub-Area 2 (83 spaces available), and 77 percent in Sub-Area 3 (170 spaces available). Overall utilization within the study area totals 64 percent during both the weekday midday and overnight periods. Approximately 722 public parking spaces are available within the study area in the weekday midday period and 559 in the overnight hours.

Figure 3.15-22-2006 Existing Public Off-Street Parking Facilities

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Table 3.15-9

2006 Existing Study Area Off-Street Public Parking Utilization Rates

						Midday Condition			Overnight Condition		
	No.	Name	Address/Location	License Number	Licensed Capacity	Utilization Rate	Spaces Occupied	Spaces Available	Utilization Rate	Spaces Occupied	Spaces Available
Sub-area 1	1	EZ Going Park Here, Inc.	2201 7th Ave	1157099	48	50%	24	24	50%	24	24
	2	Impark HSW	2130-2138 7th Ave	N/A	71	33%	23	48	---	---	---
	3	Impark LLC	215 W 125th St.	1102349	60	65%	39	21	---	---	---
	4	Imperial Parking	121 W 125th St.	1190381	304	50%	152	152	70%	213	91
	5	Uptown Parking Corp	160 W 124th St	427520	175	75%	131	44	---	---	---
	15	Easy Cross Parking	225 St. Nicholas Ave	955730	160	80%	128	32	60%	96	64
	16	270th W 126th St Parking Inc.	270 W 126th St.	1157098	159	60%	95	64	20%	32	127
			Sub-area 1 Total		**977**	**61%**	**592**	**385**	**54%**	**365**	**306**
Sub-area 2	7*	Aspire One LLC	Under Metro North btwn 127th and 128th	1204195	30	60%	18	12	---	---	---
	8*	EZ Park Inc.	1824-28 Park Ave	1096449	68	33%	22	46	20%	14	54
	9	North Gen. Hosp., Standard Park. Corp. Lot A	1875 Madison Ave	1177771	24	100%	24	0	---	---	---
	10*	North Gen. Hosp., Standard Park. Corp. Lot B	1875 Madison Ave	N/A	20	100%	20	0	---	---	---
	11*	North Gen. Hosp., Standard Park. Corp. Lot C	1875 Madison Ave	N/A	25	80%	20	5	---	---	---
	12	100 Parking Corp	1831 Madison Ave	1129272	58	60%	35	23	50%	29	29
			Sub-area 2 Total		**225**	**62%**	**139**	**86**	**34%**	**43**	**83**
Sub-area 3	6	EZ Park East Inc.	1845-65 Park Ave.	1157097	275	50%	138	137	80%	220	55
	7*	Aspire One LLC	Under Metro North btwn 127th and 128th	1204195	30	60%	18	12	---	---	---
	8*	EZ Park Inc.	1824-28 Park Ave	1096449	68	33%	22	46	20%	14	54
	10*	North Gen. Hosp., Standard Park. Corp. Lot B	1875 Madison Ave	N/A	20	100%	20	0	---	---	---
	11*	North Gen. Hosp., Standard Park. Corp. Lot C	1875 Madison Ave	N/A	25	80%	20	5	---	---	---
	13	Champion 126 LLC	162 E 126th St.	1125593	204	75%	153	51	80%	163	41
	14	Taino Tours Garage Corp.	221 E 122nd St.	293445	200	100%	200	0	90%	180	20
			Sub-area 3 Total		**822**	**69%**	**571**	**251**	**77%**	**577**	**170**
			Sub-area Total		**2024**	**64%**	**1302**	**722**	**64%**	**985**	**559**

NOTES

* - Facilities located in the median of Park Avenue are assumed to service both Sub-areas 2 and 3. Capacity and demand at these facilities are divided equally between these two sub-areas.

Existing off street public parking facilities No. 1 and No. 8 observed to be closed in mid-2007. Reduction in study area parking spaces incorporated into the future No Action analysis.

Source: PHA field study, November, 2006, confirmed 2007

3.15.8 FUTURE WITHOUT THE PROPOSED ACTION (NO ACTION CONDTION)

Parking

Off-Street Parking

Demand for public parking spaces in the study area is expected to change as a result of new development as well as background growth. The analysis of No Action parking conditions considers background growth, new parking demand generated by known developments within the study area, and the potential redevelopment of 14 of the 26 projected development sites pursuant to current zoning. Where required under existing zoning, it was assumed that No Action developments would provide as-of-right accessory parking. In mid-2007, (subsequent to the November 2006 field surveys), two existing public parking facilities not located on projected development sites (Nos. 1 and 8 in Table 3.15-9) were observed to have closed, reducing the parking capacity of Sub-area 1 by 48 spaces and Sub-areas 2 and 3 by 68 spaces each during the midday and overnight periods. This reduction in study area parking capacity has been incorporated in the analysis of future No Action parking conditions.

Table 3.15-10 shows the future No Action off-street public parking supply and demand expected in the study area during the weekday midday and overnight periods. As shown in Table 3.15-10, in the weekday midday period, utilization would increase to approximately 67 percent in Sub-Area 1 compared to 61 percent under Existing conditions, and to approximately 82 percent in Sub-Area 3 versus 69 percent under Existing conditions. In Sub-Area 2, existing weekday midday demand and demand generated by background growth and new residential, retail and community facility uses would exceed capacity in the No Action condition by approximately 265 spaces, resulting in a utilization rate of 268 percent compared to 62 percent under Existing conditions. During the overnight period, utilization would increase from 54 percent to 62 percent in Sub-Area 1, from 34 percent to 78 percent in sub-area 2, and from 77 percent to 91 percent in Sub-Area 3. As shown in Table 3.15-10, overall utilization within the study area in the No Action condition would total 90 percent in the weekday midday and 77 percent during the overnight period, compared to 64 percent in both the midday and overnight periods under Existing conditions. A total of approximately 174 spaces would remain available at public off-street parking facilities within ¼-mile of projected development sites in the midday and 313 in the overnight period in the No Action condition, although there would be a deficit of 265 spaces in Sub-Area 2 during the weekday midday.

Table 3.15-10

2017 Study Area No Action Off-Street Public Parking Conditions

	Existing Condition				No Action Condition (4)				
Period	**Total Capacity (1)**	**Estimated Demand (1)**	**Spaces Available (2)**	**Utilization**	**Public Spaces Eliminated**	**Total Capacity**	**Estimated Demand (3)**	**Spaces Available (2)**	**Utilization**
Sub-area 1 Weekday Midday	977	592	385	61%	48	929	622	307	67%
Sub-area 2 Weekday Midday	225	139	86	62%	68	157	422	-265	268%
Sub-area 3 Weekday Midday	822	571	251	69%	68	754	622	132	82%
Study Area Total Weekday Midday	**2,024**	**1,302**	**722**	**64%**	**184**	**1,841**	**1,666**	**174**	**90%**
Sub-area 1 Overnight	671	365	306	54%	48	623	384	239	62%
Sub-area 2 Overnight	126	43	83	34%	68	58	45	13	78%
Sub-area 3 Overnight	747	577	170	77%	68	679	618	61	91%
Study Area Total Overnight	**1,543**	**985**	**558**	**64%**	**184**	**1,360**	**1,047**	**313**	**77%**

Notes:

(1) Source: PHA November 2006 Field Study, confirmed in 2007

(2) Negative spaces available indicates that demand is greater than capacity

(3) Includes 0.5 percent per year growth for the 2007 through 2017 period and demand from new development

(4) No Action analysis includes the reduction of available parking spaces resulting from the elimination of facility No. 1 and No. 8.

On-Street Parking

In the future without the proposed action, it is anticipated that demand for on-street parking would increase as a result of new development as well as general background growth. In addition, as discussed in Chapter 3.16, "Transit and Pedestrians," it is anticipated that MTA New York City Transit would implement Bus Rapid Transit (BRT) service along the M15 limited route during the 2007 through 2017 period. Implementation of BRT service would involve the installation of dedicated bus lanes along both curbs of 125th Street from Twelfth Avenue to First Avenue (westbound) and Second Avenue (eastbound), as well as along the east curb of First Avenue and the west curb of Second Avenue within the parking study area. When these lanes are in operation – from 7 AM to 10 AM and 4 PM to 7 PM, Monday through Friday – the curb lanes would be unavailable for parking, resulting in a reduction of approximately 165 metered and 204 unmetered parking spaces within the study area during these periods. However, as the curb lanes would remain available for parking during other periods, the planned implementation of BRT service is not expected to affect on-street parking supply during the weekday midday or overnight peak periods.

As previously discussed, existing on-street parking utilization ranges from 90 to 93 percent within each sub-area, and is approximately 92 percent for the study area as a whole. With demand from new development as well as general background growth (assumed to be 0.5 percent per year) during the 2007 through 2017 period, it is anticipated that utilization of on-street parking spaces (both metered and unmetered) would be at or near capacity within each sub-area as well as the study area as a whole during the peak midday period under No Action conditions.

3.15.9 FUTURE WITH THE PROPOSED ACTION (WITH ACTION CONDITION)

Parking

Off-Street Parking

With implementation of the proposed action, it is anticipated that 16 new parking garages with a total net capacity of approximately 1,743 spaces would be provided on projected development sites. As shown in Table 3.15-11, nine public facilities with a total of 1,034 spaces would be provided on projected development sites 2, 3, 7, 8, 9, 10, 11, 12 and 13 in Sub-Area 1, three facilities with 421 spaces on sites 14, 15 and 21 in Sub-Area 2, and four facilities with a total of 592 spaces on sites 22, 23, 24 and 26 in Sub-Area 3. In addition to the proposed public parking spaces, a total of 432 accessory parking spaces would also be provided to accommodate a portion of the demand from projected development sites. With the exception of the existing 304-space public parking garage on Site 10, which would be replaced by new development incorporating a 196-space public parking garage, no existing public parking facilities would be displaced by the proposed action.

Table 3.15-11
Site and Capacity of Proposed Public Parking Garages

SUB-AREA 1		SUB-AREA 2		SUB-AREA 3	
Site	**Spaces**	**Site**	**Spaces**	**Site**	**Spaces**
2	145	14	121	22	166
3	20	15	150	23	150
7	50	21	150	24	126
8	150			26	150
9	150				
10	197				
11	23				
12	150				
13	150				
Spaces Proposed	**1,034**		**421**		**592**
Existing Spaces Displaced	**304***		**0**		**0**
Net New Spaces Provided	**730**		**421**		**592**
		STUDY AREA TOTAL			**1,743**

Notes: * 304 existing parking spaces located on site 10 are displaced by a new development incorporating a 196-space public parking garage.

Table 3.15-12 shows the total estimated hourly parking demand that would be generated by the projected development sites, the number of accessory parking spaces provided, and the net increase in parking demand that would occur at public parking facilities. As shown in Table 3.15-12, the proposed action would generate a maximum total net demand of 724 spaces in the study area during the 10-11 AM period. The proposed action would generated a net demand of 666 public parking spaces in Sub-Area 1 during this period (resulting primarily from office and

commercial developments), and Sub-Area 2 would generate a net demand of 58 spaces. During the weekday midday, the proposed action would provide sufficient accessory parking spaces in Sub-Area 3 to accommodate all project-generated demand and would not add to overall demand on the public parking system. During the overnight period, new public parking demand from projected development sites would total 378, 176 and 102 spaces in Sub-Areas 1, 2 and 3, respectively, for a total of 656 spaces in the study area as a whole.

Table 3.15-13 shows the study area 2017 off-street public parking conditions with the proposed action. With the proposed action the number of available parking spaces in off-street public parking facilities within ¼-mile of projected development sites in the weekday midday would total 371 in Sub-Area 1 (compared to 307 in the No Action condition), 98 in Sub-Area 2 (compared to a deficit of 265 spaces in the No Action condition), 724 in Sub-Area 3 (132 in the No Action), and 1,193 in the study area as a whole (174 in the No Action). During the overnight period, the number of available public parking spaces would total 591 in Sub-Area 1 (239 in the No Action), 258 in Sub-Area 2 (13 in the No Action), 551 in Sub-Area 3, (61 in the No Action) and 1,400 in the study area as a whole (312 in the No Action). Overall, in both the weekday midday and overnight periods, the proposed action would substantially increase the availability of off-street public parking spaces in each sub-area and in the study area as a whole compared to the No Action condition. Off-street public parking utilization in the overall study

Table 3.15-12
2017 Weekday Parking Accumulation for the With Action Condition

SUB-AREA 1 DEMAND AND SUPPLY

	Residential (1)	Specialty Retail (2)	Local Retail (1)	Office/Commercial and Community Facility B (1) (3)	Hotel (4)	Community Facility A (3) (4)	Storage Manufacturing (1)	Total Demand	Accessory Supply	Excess Demand
12-1 AM	587	0	0	0	30	0	0	617	239	378
1-2	587	0	0	0	30	0	0	617	239	378
2-3	587	0	0	0	30	0	0	617	239	378
3-4	587	0	0	0	30	0	0	617	239	378
4-5	585	0	0	0	30	0	0	615	239	376
5-6	574	0	0	1	30	0	0	605	239	366
6-7	552	0	0	17	30	0	0	599	239	360
7-8	522	10	0	94	30	0	0	656	239	417
8-9	470	26	0	280	26	0	0	802	239	563
9-10	450	35	-1	379	25	0	0	888	239	649
10-11	426	60	-2	396	25	0	0	905	239	666
11-12	415	80	-3	373	24	0	0	889	239	650
12-1 PM	411	88	-2	351	24	0	0	872	239	633
1-2	411	88	-2	343	26	0	0	866	239	627
2-3	409	83	-2	362	25	0	0	877	239	638
3-4	418	77	-3	360	25	0	0	877	239	638
4-5	451	77	-3	247	26	0	0	798	239	559
5-6	480	71	-2	36	28	0	0	613	239	374
6-7	505	71	-1	6	29	0	0	610	239	371
7-8	527	78	-1	0	30	0	0	634	239	395
8-9	541	62	-1	0	30	0	0	632	239	393
9-10	561	24	0	0	30	0	0	615	239	376
10-11	584	5	0	0	30	0	0	619	239	380
11-12	587	0	0	0	30	0	0	617	239	378

SUB-AREA 2 DEMAND AND SUPPLY

	Residential (1)	Specialty Retail (2)	Local Retail (1)	Office/Commercial and Community Facility B (1) (3)	Hotel (4)	Community Facility A (3) (4)	Storage Manufacturing (1)	Total Demand	Accessory Supply	Excess Demand
12-1 AM	211	0	0	0	0	1	0	212	36	176
1-2	211	0	0	0	0	1	0	212	36	176
2-3	211	0	0	0	0	0	0	211	36	175
3-4	211	0	0	0	0	0	0	211	36	175
4-5	211	0	0	0	0	0	0	211	36	175
5-6	207	0	0	0	0	0	0	207	36	171
6-7	199	0	0	-2	0	0	0	197	36	161
7-8	189	0	0	-11	0	-1	-2	175	36	139
8-9	170	0	0	-35	0	1	-4	131	36	95
9-10	163	0	0	-56	0	1	-6	101	36	65
10-11	154	0	2	-57	0	1	-6	94	36	58
11-12	149	0	6	-54	0	1	-5	97	36	61
12-1 PM	148	0	4	-51	0	1	-4	98	36	62
1-2	148	0	4	-50	0	1	-4	99	36	63
2-3	147	0	4	-53	0	1	-4	95	36	59
3-4	151	0	4	-53	0	-1	-4	97	36	61
4-5	163	0	4	-25	0	-3	-3	136	36	100
5-6	174	0	5	-5	0	-4	-1	169	36	133
6-7	182	0	3	-1	0	-3	0	182	36	146
7-8	190	0	2	0	0	-1	0	191	36	155
8-9	195	0	0	0	0	1	0	196	36	160
9-10	202	0	0	0	0	1	0	203	36	167
10-11	210	0	0	0	0	1	0	211	36	175
11-12	211	0	0	0	0	1	0	212	36	176

SUB-AREA 3 DEMAND AND SUPPLY

	Residential (1)	Specialty Retail (2)	Local Retail (1)	Office/Commercial and Community Facility B (1) (3)	Hotel (4)	Community Facility A (3) (4)	Storage Manufacturing (1)	Total Demand	Accessory Supply	Excess Demand
12-1 AM	272	0	0	0	-13	0	0	259	157	102
1-2	272	0	0	0	-13	0	0	259	157	102
2-3	272	0	0	0	-13	0	0	259	157	102
3-4	272	0	0	0	-13	0	0	259	157	102
4-5	271	0	0	0	-13	0	0	258	157	101
5-6	266	0	0	0	-13	0	0	253	157	96
6-7	256	0	0	-1	-13	0	0	242	157	85
7-8	242	2	0	-6	-13	0	-2	223	157	66
8-9	218	2	0	-19	-13	0	-4	184	157	27
9-10	208	5	-1	-25	-13	-1	-10	163	157	6
10-11	197	8	-2	-25	-13	-1	-10	154	157	0
11-12	190	13	-2	-25	-13	-1	-10	152	157	0
12-1 PM	189	14	-2	-25	-12	-1	-10	153	157	0
1-2	189	14	-2	-26	-13	-1	-10	151	157	0
2-3	188	13	-2	-27	-13	-1	-10	148	157	0
3-4	192	12	-2	-26	-12	-1	-10	153	157	0
4-5	209	12	-2	-13	-13	-1	-8	184	157	27
5-6	222	12	-1	-2	-13	-1	-1	216	157	59
6-7	234	12	0	0	-13	0	0	233	157	76
7-8	244	13	0	0	-13	0	0	244	157	87
8-9	251	10	0	0	-13	0	0	248	157	91
9-10	261	4	0	0	-13	0	0	252	157	95
10-11	271	1	0	0	-13	0	0	259	157	102
11-12	273	0	0	0	-13	0	0	260	157	103

TOTAL PROJECT DEMAND AND SUPPLY

	Residential (1)	Specialty Retail (2)	Local Retail (1)	Office/Commercial and Community Facility B (1) (3)	Hotel (4)	Community Facility A (3) (4)	Storage Manufacturing (1)	Total Demand	Accessory Supply	Excess Demand
12-1 AM	1070	0	0	0	17	1	0	1088	628	656
1-2	1070	0	0	0	17	1	0	1088	628	656
2-3	1070	0	0	0	17	0	0	1087	628	655
3-4	1070	0	0	0	17	0	0	1087	628	655
4-5	1067	0	0	0	17	0	0	1084	628	652
5-6	1046	0	0	1	17	0	0	1065	628	633
6-7	1007	0	0	14	17	0	0	1038	628	606
7-8	953	12	0	77	17	-1	-4	1054	628	622
8-9	857	16	0	226	13	1	-8	1117	628	685
9-10	820	18	-2	298	12	-1	-16	1152	628	720
10-11	777	46	-2	314	12	0	-16	1153	628	724
11-12	754	52	1	294	11	0	-15	1138	628	711
12-1 PM	748	58	0	275	12	0	-14	1123	628	695
1-2	747	58	0	267	13	0	-14	1116	628	690
2-3	743	49	0	282	12	-1	-14	1120	628	697
3-4	761	48	-1	281	13	-2	-14	1127	628	699
4-5	822	60	-1	209	13	-4	-11	1118	628	686
5-6	876	52	2	29	15	-5	-2	998	628	566
6-7	920	48	2	5	16	-3	0	1025	628	593
7-8	961	51	1	0	17	-1	0	1069	628	637
8-9	987	29	-1	0	17	1	0	1076	628	644
9-10	1024	12	0	0	17	1	0	1070	628	638
10-11	1065	6	0	0	17	1	0	1089	628	657
11-12	1071	0	0	0	17	1	0	1089	628	657

Notes

1 Based on data from Pushkarev & Zupan, *Urban Space For Pedestrians,* and *ABC West End Avenue Properties FEIS*, March 1993.

2 ITE Trip Generation

3 As per transportaiton planning assumptions, Community Facility A represents half the community facility floor area and assumed to have the parking pattern of a recreational center and Community Facility B represents half the community facility floor area and assumed to have office parking patterns

4 Jamaica EIS Counts at LaGuardia Crowne Plaza

Table 3.15-13

2017 Study Area With Action Off-Street Public Parking Conditions

	No Action Condition				With Action Condition					
Period	**Total Capacity**	**Estimated Demand**	**Spaces Available (2)**	**Utilization**	**New Public Spaces Provided (1)**	**Total Capacity (3)**	**Project Increment Demand**	**Total Demand (4)**	**Net Spaces Available (2)**	**Utilization**
Sub-area 1 Weekday Midday	929	622	307	67%	730	1,659	666	1,288	371	78%
Sub-area 2 Weekday Midday	157	422	-265	268%	421	578	58	480	98	83%
Sub-area 3 Weekday Midday	754	622	132	82%	592	1,346	0	622	724	46%
Study Area Total Weekday Midday	**1,841**	**1,666**	**174**	**90%**	**1,743**	**3,583**	**724**	**2,390**	**1,193**	**67%**
Sub-area 1 Overnight	623	384	239	62%	730	1,353	378	762	591	56%
Sub-area 2 Overnight	58	45	13	78%	421	479	176	221	258	46%
Sub-area 3 Overnight	679	618	61	91%	592	1,271	102	720	551	57%
Study Area Total Overnight	**1,360**	**1,047**	**312**	**77%**	**1,743**	**3,103**	**656**	**1,703**	**1,400**	**55%**

Notes:

(1) Assumes replacement of the existing 304-space public parking garage on Site 10 by new development that includes a 196-space public parking garage

(2) Negative number indicates that demand is greater than capacity

(3) Includes proposed new public parking garages

(4) Demand unaccommodated in accessory parking

area would total 67 percent and 55 percent during the weekday midday and overnight periods, respectively, compared to 90 percent and 77 percent during the weekday midday and overnight periods in the No Action condition.

It should be noted that under the proposed zoning text, public parking would be allowed as-of-right in addition to required accessory parking. The analysis presented in Table 3.15-13 assumes the development of a total of 1,743 off-street public parking spaces as-of-right under the reasonable worst case development scenario (RWCDS). With this new public parking there would be a total of approximately 1,193 and 1,400 spaces available at public parking facilities within the study during the weekday midday and overnight periods, respectively, in the future with the proposed action. If as-of-right public parking were not included in the RWCDS, there would be a deficit of approximately 549 spaces and 343 spaces at off-street public parking facilities within the study area during the weekday midday and overnight, respectively

According to *CEQR Technical Manual* criteria, for proposed actions in central business districts (CBDs) outside of the Manhattan CBD (defined as the area below 61st Street), a parking shortfall that exceeds more than half the available on-street and off-street parking spaces within ¼-mile of the site may be considered significant. As discussed above, with the development of both accessory and as-of-right off-street public parking under the reasonable worst case development scenario, there would continue to be available off-street public parking capacity within ¼-mile of projected development sites in the peak weekday midday and overnight periods. No significant adverse impacts to off-street public parking are therefore anticipated within the study area under the RWCDS.

The proposed action would not substantially affect the number of on-street parking spaces within the study area, and there would be sufficient off-street public parking capacity to accommodate all project-generated parking demand not otherwise accommodated in accessory parking facilities. The proposed action would therefore not result in a significant adverse impact to on-street parking conditions. It should be noted, however, that utilization of on-street parking spaces (both metered and unmetered) would likely remain at or near capacity within the study area during the peak weekday midday period, as was the case for the No Action condition.

MITIGATION

Parking

As discussed above, changes to curbside parking regulations that would be implemented as mitigation for significant adverse traffic impacts would displace existing curbside parking spaces on West 126th Street (approaching Lenox and St. Nicholas Avenues), on St. Nicholas Avenue (approaching West 126th Street), and on Lexington Avenue (between East 124th and East 125th Streets). A total of approximately 25 on-street parking spaces would be displaced in the weekday AM peak hour, eight in the midday, 18 in the PM and 19 in the Saturday midday peak hour.

With the development of both accessory and as-of-right off-street public parking under the RWCDS, there would be a total of approximately 1,193and 1,400 spaces available at public parking facilities within the study during the weekday midday and overnight periods, respectively, and there would be sufficient off-street public parking capacity available to accommodate all project-generated parking demand not otherwise accommodated in accessory parking facilities. It is anticipated that sufficient capacity would also be available to accommodate the relatively small number of vehicles (25 or fewer) displaced from on-street parking spaces due to traffic mitigation measures, and no new significant adverse parking would occur as a result of the proposed action's traffic mitigation plan. Utilization of on-street parking spaces (both metered and unmetered) would, however, likely remain at or near capacity within the study area during the peak weekday midday period, as was the case for the No Action and With Action conditions.

3.15-10. TRAFFIC SAFETY

According to the *CEQR Technical Manual*, locations within close proximity to sensitive land uses, such as hospitals, schools, parks, nursing homes, or elderly housing, which could be affected by traffic volumes generated by the Proposed Action, require a detailed analysis of safety impacts. Roadways with high accident rates or a design that makes it difficult for pedestrians to traverse safely also require analysis. The *CEQR Technical Manual* (page 3O-4) considers an intersection to be a high-accident location if there are five (5) or more pedestrian/bicycle accidents in any year in the most recent three-year period for which data is available.

Accident records for the 44 intersections within the study area were obtained from NYCDOT for the three-year period from January 1, 2004 to December 31, 2006. Table 3.15-14 summarizes the data to present pedestrian and bicycle accidents for the three-year period. A review of these records revealed that there are five (5) or more accidents at the following intersections:

- West 135th Street/Lenox Avenue – There were five pedestrian and two bicycle related accidents in 2006.
- East 125th Street/Second Avenue – There were five pedestrian and three bicycle related accidents in 2005.
- East 125th Street/Third Avenue – There were five pedestrian and three bicycle related accidents in 2005.
- East 125th Street/Lexington Avenue – There were ten pedestrian and one bicycle related accidents in 2004, seven pedestrian related accidents in 2005, and eight pedestrian related accidents in 2006.
- East 125th Street/Madison Avenue – There were four pedestrian and one bicycle related accidents in 2006.
- West 125th Street/Lenox Avenue – There were six pedestrian related accidents in 2005.
- East 125th Street/St. Nicholas Avenue – There were four pedestrian and one bicycle related accidents in 2005.
- West 125th Street/Amsterdam Avenue – There were seven pedestrian and one bicycle related accidents in 2005 and eight pedestrian related accidents in 2006.

As per 125th Street Rezoning FEIS, the prohibition of eastbound and westbound left-turn movements along 125th Street would reduce the number of conflicting traffic flows for pedestrians. Furthermore, the mitigation measures proposed for the *Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development FEIS* to mitigate significant adverse traffic impacts at East 125th Street/Second Avenue and East 125th Street/Amsterdam Avenue are expected to improve traffic flow and reduce vehicular-pedestrian conflicts at these intersections. Detailed accident histories identifying the locations and contributing factors of each of the pedestrian/bicycle accidents were not available. However, inattentiveness, disregard of signals, and other human factors behaviors by the driver or the pedestrian are often responsible for such accidents. Implementation of the following measures would reduce the likelihood of pedestrian and vehicular conflicts at the study intersections listed above:

- Installation of high-visibility crosswalks, and re-painting of existing crosswalks, to delineate the pedestrian crossing area.
- Installation of pedestrian and vehicle warning signs
- Installing curb extensions (bulb-outs) at the corners to increase pedestrian circulation and waiting space, and reduce the propensity for crowding on the sidewalk.

Application and implementation of the safety improvements described above would require approval from NYCDOT.

Table 3.15-14
Summary of Pedestrian and Bicycle Related Accident Location
125th Street Re-Zoning - Manhattan, New York

NODE #	INTERSECTION	2004			2005			2006		
		TOTAL	PEDESTRIAN	BICYCLIST	TOTAL	PEDESTRIAN	BICYCLIST	TOTAL	PEDESTRIAN	BICYCLIST
1369	W.135th Street and Lenox Avenue	3	2	1	2	2	0	7	5	2
1350	W.135th Street and Adam C.Powell Boulevard	1	1	0	3	3	0	3	3	0
1325	W.135th Street and Fredrick Douglass Boulevard	0	0	0	0	0	0	2	2	0
8978	E.126th Street and 2nd Aveneu	1	1	0	0	0	0	1	1	0
10085	E.126th Street and 3rd Avenue	1	1	0	1	1	0	3	3	0
10046	E.126th Street and Lexington Avenue	2	2	0	0	0	0	1	1	0
12196	E.126th Street and Park Avenue NB	0	0	0	0	0	0	0	0	0
9989	E.126th Street and Park Avenue SB	0	0	0	2	2	0	1	1	0
9942	E.126th Street and Madison Avenue	0	0	0	0	0	0	3	2	1
9390	E.126th Street and 5th Avenue	0	0	0	1	1	0	0	0	0
9367	W.126th Street and Lenox Avenue	2	2	0	0	0	0	0	0	0
9344	W.126th Street and Adam C.Powell Boulevard	0	0	0	0	0	0	0	0	0
9293	W.126th Street and Fredrick Douglass Boulevard	1	1	0	1	1	0	0	0	0
9265	W.126th Street and St Nicholas Avenue	0	0	0	0	0	0	0	0	0
9248	W.126th Street and Morningside Avenue	1	0	1	2	1	1	2	2	0
8968	E.125th Street and 1st Avenue	1	1	0	0	0	0	0	0	0
8964	E.125th Street and 2nd Avenue	2	1	1	5	3	2	0	0	0
10086	E.125th Street and 3rd Avenue	3	3	0	5	3	2	2	1	1
10047	E.125th Street and Lexington Avenue	11	10	1	7	7	0	8	8	0
12197	E.125th Street and Park Avenue NB	0	0	0	1	1	0	1	1	0
9990	E.125th Street and Park Avenue SB	1	1	0	1	0	1	1	1	0
9943	E.125th Street and Madison Avenue	3	3	0	1	0	1	5	4	1
9391	E.125th Street and 5th Avenue	1	1	0	4	3	1	4	3	1
9368	W.125th Street and Lenox Avenue	1	1	0	6	6	0	1	1	0
9345	W.125th Street and Adam C.Powell Boulevard	1	1	0	1	1	0	1	1	0
9294	W.125th Street and Fredrick Douglass Boulevard	0	0	0	1	1	0	0	0	0
9266	W.125th Street and St Nicholas Avenue	0	0	0	5	4	1	2	1	1
9249	W.125th Street and Morningside Avenue	1	0	1	1	1	0	6	4	2
1187	W.125th Street and Amsterdam Avenue	1	1	0	8	7	1	8	8	0
1148	W.125th Street and Broadway SB	1	1	0	0	0	0	0	0	0
1149	W.125th Street and Broadway SB	0	0	0	0	0	0	0	0	0
1418	W.125th Street and St Clair Place	0	0	0	0	0	0	0	0	0
1075	W.125th Street and 12 Avenue	0	0	0	1	1	0	0	0	0
8965	E.124th Street and 2nd Avenue	2	2	0	1	1	0	3	3	0
10087	E.124th Street and 3rd Avenue	3	3	0	0	0	0	4	4	0
10048	E.124th Street and Lexington Avenue	1	1	0	2	2	0	1	1	0
12198	E.124th Street and Park Avenue NB	1	1	0	0	0	0	0	0	0
9991	E.124th Street and Park Avenue SB	0	0	0	0	0	0	0	0	0
9944	E.124th Street and Madison Avenue	0	0	0	1	1	0	0	0	0
9392	E.124th Street and 5th Avenue	0	0	0	1	1	0	0	0	0
9427	W.124th Street and Mt Morris Avenue	0	0	0	0	0	0	0	0	0
9369	W.124th Streetand Lenox Avenue	0	0	0	0	0	0	0	0	0
9346	W.124th Street and Adam C.Powell Boulevard	0	0	0	0	0	0	0	0	0
9295	W.124th Street and Fredrick Douglass Boulevard	1	1	0	0	0	0	0	0	0
9267	W.124th Streetand St Nicholas Avenue	0	0	0	0	0	0	0	0	0
12206	E.116th Street and Park Avenue NB	2	1	1	0	0	0	0	0	0
9999	E.116th Street and Park Avenue SB	0	0	0	0	0	0	0	0	0
9354	W.116th Street and Adam C.Powell Boulevard	0	0	0	3	3	0	0	0	0
9304	W.116th Street and Fredrick Douglass Boulevard	1	1	0	1	0	1	1	1	0

This table has been included as part of the FEIS