

3.9 MITIGATION

INTRODUCTION

The preceding chapters of this EIS discussed the potential for significant adverse impacts to occur in each of the technical areas. Where significant impacts have been identified, in accordance with the CEQR Technical Manual, mitigation measures are examined to minimize or eliminate these impacts. These mitigation measures are discussed below.

Traffic And Parking

According to the *CEQR Technical Manual*, a significant traffic impact can be considered mitigated if measures implemented return projected future conditions to what they would be if a proposed action were not in place, or to acceptable levels. For a Future No-Action level of service (LOS) D, E or F, mitigation back to the No-Action condition is required; for No-Action LOS A, B or C, mitigating to mid-LOS D is required (45 seconds of delay for signalized intersections, and 30 seconds of delay for unsignalized intersections).

As discussed in Chapter 3.3, “Traffic and Parking”, during non-game day conditions, the proposed action is expected to result in significant adverse traffic impacts at four intersections during the weekday AM peak hour, five intersections during the weekday PM peak hour, and two intersections during the Saturday midday peak hour. During game day conditions, the proposed action is expected to result in significant adverse traffic impacts at five intersections during the weekday PM peak hour and one intersection during the Saturday midday peak hour. A traffic mitigation plan was therefore developed to address these impacts.

The following mitigation measures would off-set impacts identified above (see chapter 3.3, “Traffic and Parking” for detailed traffic analysis) for both game day and non-game traffic conditions:

Mitigation Measures

- E. 161st Street S. Service Road at Gerard Avenue – Re-allocate one (1) second of green time from the eastbound phase to the northbound phase during the weekday PM peak period.
- E. 161st Street S. Service Road at Grand Concourse – Re-allocate two (2) seconds of green time from the eastbound phase to the northbound-southbound phase during the weekday PM peak period.
- E. 161st Street at Concourse Village East/Morris Avenue
 - Prohibit on-street parking along Concourse Village East northbound approach to accommodate one additional northbound lane. This prohibition should extend for

a distance of approximately 150 feet south of E. 161st Street. This change would result in the loss of approximately six (6) existing parking spaces along Concourse Village East northbound approach.

- Restripe Concourse Village East northbound approach to two (2) 10.5-foot wide lanes.
 - Re-allocate six (6) seconds of green time from the northbound phase to the eastbound-westbound phase during the weekday AM, midday, and PM peak periods.
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- E. 161st Street at Park Avenue East and West – Re-allocate two (2) seconds of green time from the eastbound-westbound phase to the northbound-southbound phase during the weekday AM and midday peak periods.
 - E. 161st Street at Melrose Avenue
 - Prohibit on-street parking along Melrose Avenue northbound approach to accommodate the northbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 150 feet south of E. 161st Street. This change would result in the loss of approximately six (6) existing parking spaces along Melrose Avenue northbound approach.
 - Restripe Melrose Avenue northbound approach to a 11-foot wide, 100-foot long left-turn bay and a 13-foot wide through-right-turn lane;
 - Re-allocate four (4) seconds of green time from the northbound-southbound phase to the eastbound-westbound phase during the weekday AM and PM peak periods.
 - Macombs Dam Bridge at Major Deegan Expressway (I-87) Southbound Ramps – Re-allocate one (1) second of green time from the southbound phase to the westbound left-turn movement lead phase during the weekday AM and PM and Saturday midday peak periods.

Traffic analyses indicate that there is no spare capacity at the intersection listed below in the Future Action condition and traffic impacts identified at this intersection would remain unmitigatable (see Chapter 3.9, “Unavoidable Adverse Impacts”).

- E. 149th Street at River Avenue/Exterior Street/ MDE (I-87) Northbound Off-Ramp. Despite the improved geometry and widening proposed by the Gateway Center at Bronx Terminal Market EIS, which are discussed in Chapter 3.3 (Traffic and Parking), significant traffic impacts remain which are identified below:
 - E. 149th Street westbound left-turn movement during the weekday PM peak hour
 - Exterior Street northbound left-turn movement during the weekday PM peak hour
 - MDE northbound off-ramp during the Saturday midday peak hour

Pedestrians

Pedestrian impacts would occur under Future Action conditions for the weekday PM peak and Saturday midday peak hours. Specifically there would be a marginal impact in the east crosswalk of 161st Street and River Avenue intersection during the PM peak period and the north and south crosswalk of the 161st Street and River Avenue during the Saturday midday peak period.

The results of the analysis account for a peak surge of pedestrians during worst-case (i.e. a sold out stadium) conditions. During pre-game periods, normal traffic operations are expected to be adjusted and NYPD traffic enforcement officers are expected to manage the flow of pedestrians and traffic to help mitigate any pedestrian impacts and enhance safety. Therefore, no mitigation is proposed for the potential impacts to these crosswalks.