Chapter 15: Transit and Pedestrians

A. INTRODUCTION

This chapter assesses the potential impacts resulting from the proposed 53 West 53rd Street project on transit and pedestrian facilities in the vicinity of the development site. Based on the travel demand estimates presented in Chapter 14, "Traffic and Parking," the projected trip increments associated with the proposed project would not exceed the 2001 *City Environmental Quality Review (CEQR) Technical Manual* threshold of 200 peak hour person trips at any given transit facility or pedestrian element. Therefore, a detailed transit and pedestrians analysis is not warranted, and the proposed project would not result in a potential for any significant adverse transit and pedestrian impacts.

B. TRANSIT ANALYSIS SCREENING

The *CEQR Technical Manual* recommends that a quantitative analysis be performed if the proposed project is expected to result in 200 or more transit trips. As discussed in Chapter 14, "Traffic and Parking," and shown in Table 14-5, compared to the Previously Approved Project, the proposed project would result in net increments of -101, 4, and -114 person trips by subway and -41, -36, and -53 person trips by bus during the weekday AM, midday, and PM peak hours, respectively. Compared to the Expanded Development Scenario, the proposed project, as shown in Table 14-6, would result in net increments of 6, 8, and 12 person trips by subway and 1, 3, and 2 person trips by bus during the weekday AM, midday, and PM peak hours, respectively. Since these project-generated incremental trips are below the CEQR threshold of 200 peak hour transit trips, no quantitative analyses are warranted and the proposed project is not expected to result in any significant adverse transit impacts.

C. PEDESTRIANS ANALYSIS SCREENING

The *CEQR Technical Manual* recommends that a quantitative analysis be performed if the proposed project is expected to result in 200 or more pedestrian trips. As summarized in Table 14-5 in Chapter 14, "Traffic and Parking," compared to the Previously Approved Project, the proposed project would result in net increments of -56, -479, and -128 person trips during the weekday AM, midday, and PM peak hours, respectively. Compared to the Expanded Development Scenario, the proposed project, as shown in Table 14-6, would result in net increments of 43, 86, and 75 person trips during the weekday AM, midday, and PM peak hours, respectively. Since these project-generated incremental trips are below the CEQR threshold of 200 peak hour pedestrian trips, no quantitative analyses are warranted, and the proposed project is not expected to result in any significant adverse pedestrian impacts. ✷