

## **17.0 TRANSIT & PEDESTRIANS**

### **17.1 Transit**

#### ***17.1.1 Existing Conditions***

##### Subway

The #6 subway train runs along Lexington Avenue and serves the project area. The #6 subway line has a station at the intersection of East 68<sup>th</sup> Street (Hunter College) and Lexington Avenue which is approximately 3,500 feet west of the project site. The service is approximately forty (40) trains inbound and forty (40) trains outbound for the AM peak hour and thirty (30) trains inbound and thirty (30) trains outbound for the PM peak hour.

##### Bus

M15, M30, M31, M66 and M72 bus service is available in the study area. The M31 bus line is available on York Avenue which is adjacent to the project site. The M15 uptown bus line is available on First Avenue and the M15 downtown on Second Avenue which is located one (1) and two (2) blocks west of the project site, respectively. The M30 and M72 crosstown buses are available on East 71<sup>st</sup> Street which is adjacent to the project site. The M66 crosstown bus is available on East 68<sup>th</sup> Street which is three blocks south of the project site. The headway for each bus line is approximately three (3) to four (4) minutes during the rush hours.

#### ***17.1.2 The Future Without the Proposed Project - 2010***

##### Subway

It is assumed that there are no changes for the subway service in the study area for the No-Build year of 2010. Subway utilization is expected to increase 1.5% (0.5% annually) due to background growth in the study area.

##### Bus

It is assumed that there are no changes for the bus service in the study area for the No-Build year of 2010. Bus utilization is also expected to increase 1.5% (0.5% annually) due to background growth in the area.

#### ***17.1.3 The Future With the Proposed Project - 2010***

The proposed project would generate a total of 464 employees and 1,020 outpatients/visitor person trips per day. The project generated mass transit riders during the peak hours have been analyzed in Chapter 16 in this FEIS and are presented below:

**Table 17-1. Mass Transit Riders**

	<b>Peak Period</b>	<b>Subway In</b>	<b>Subway Out</b>	<b>Bus In</b>	<b>Bus Out</b>
	AM Peak	79	4	28	1
Employees*	Midday Peak	0	0	0	0
	PM Peak	13	74	5	26
	AM Peak	7	1	6	1
Outpatients/Visitors	Midday Peak	15	8	13	7
	PM Peak	12	8	10	7
	AM Peak	86	5	34	2
Total	Midday Peak	15	8	13	7
	PM Peak	25	82	15	33

\* Similar to the Memorial Sloan-Kettering Rezoning EIS, HSS provides cafeteria services to its employees. Therefore, should employees leave the site during lunch, it would be assumed they would leave on foot. In addition, there are additional lunch facilities in close proximity of the hospital.

### Subway

As shown in Table 17-1, the proposed project would generate ninety-one (91) (86 inbound and 5 outbound), twenty-three (23) (15 inbound and 8 outbound) and 107 (25 inbound and 82 outbound) subway riders for the AM, midday and PM peak hours, respectively. These project-generated subway riders would be distributed to the #6 subway line. The maximum project generated subway demand would be 107 riders in the PM peak hour. The project generated subway riders are below the CEQR threshold of 200. The proposed project would not result in a significant adverse impact on subway services. Therefore, a detailed subway analysis is not required.

### Bus

As shown in Table 17-1, the proposed project would generate thirty-six (36) (34 inbound and 2 outbound), twenty (20) (13 inbound and 7 outbound) and forty-eight (48) (15 inbound and 33 outbound) bus riders for the AM, midday and PM peak hours, respectively. These project-generated bus riders would be distributed to available bus services: M15, M30, M31, M66 and M72. The M31 bus line is available on York Avenue which is adjacent to the project site. The M15 uptown bus line is available on First Avenue and the M15 downtown on Second Avenue which is located one (1) and two (2) blocks west of the project site, respectively. The M30 and M72 crosstown buses are available on East 71<sup>st</sup> Street which is adjacent to the project site. The M66 crosstown bus is available on East 68<sup>th</sup> Street which is three blocks south of the project site. The maximum project generated bus demand would be forty-eight (48) riders in the PM peak hour. The project generated bus riders are below the CEQR threshold of 200. The proposed project would not result in a significant adverse impact on bus service. Therefore, a detailed bus analysis is not required.

## **17.2 Pedestrians**

### **17.2.1 Existing Conditions**

Two (2) major intersections of York Avenue at East 71<sup>st</sup> and East 70<sup>th</sup> Streets are located near the proposed project site. A majority of the project generated pedestrians would get to the site through the intersection of York Avenue and East 71<sup>st</sup> Street based on the project site location. Pedestrian analyses for the mid-block walkways, corners and crosswalks at this intersection were conducted in accordance with the methodologies presented in the 2000 Highway Capacity Manual, published by the Transportation Research Board.

At the intersection of York Avenue and East 71<sup>st</sup> Street, the crosswalk is approximately thirteen (13) feet in width at the north, approximately sixteen (16) feet in width at the east, approximately ten (10) feet in width at the south and approximately thirteen (13) feet in width at the west. The east and west sidewalks of York Avenue are approximately twenty (20) feet in width. The north and south sidewalks of East 71<sup>st</sup> Street are approximately twelve (12) feet in width at the east side of York Avenue and approximately thirteen (13) feet in width at the west side of York Avenue. The traffic signal length is 120 seconds per cycle in the AM, midday and PM peak hours.

At the intersection of York Avenue and East 70<sup>th</sup> Street, the crosswalk is approximately ten (10) feet in width at the north, approximately thirteen (13) feet in width at the east, approximately thirteen (13) feet in width at the south and approximately twelve (12) feet in width at the west. The east and west sidewalks of York Avenue are approximately twenty (20) feet in width. The north and south sidewalks of East 70<sup>th</sup> Street are approximately thirteen (13) feet in width at the east side of York Avenue and approximately ten (10) feet in width at the west side of York Avenue. The traffic signal length is 120 seconds per cycle in the AM, midday and PM peak hours.

A pedestrian survey for the intersection of York Avenue and East 71<sup>st</sup> Street was conducted for a weekday during the hours of 8:00-9:15 AM, 12:00-1:15 PM and 4:30-5:45 PM on April 24, 2007. The survey data is provided in Appendix B. The survey data indicates that the peak 15-minute periods at York Avenue and East 71<sup>st</sup> Street are 8:45-9:00 AM in the morning, 12:45-1:00 PM during the midday and 5:00-5:15 PM in the evening.

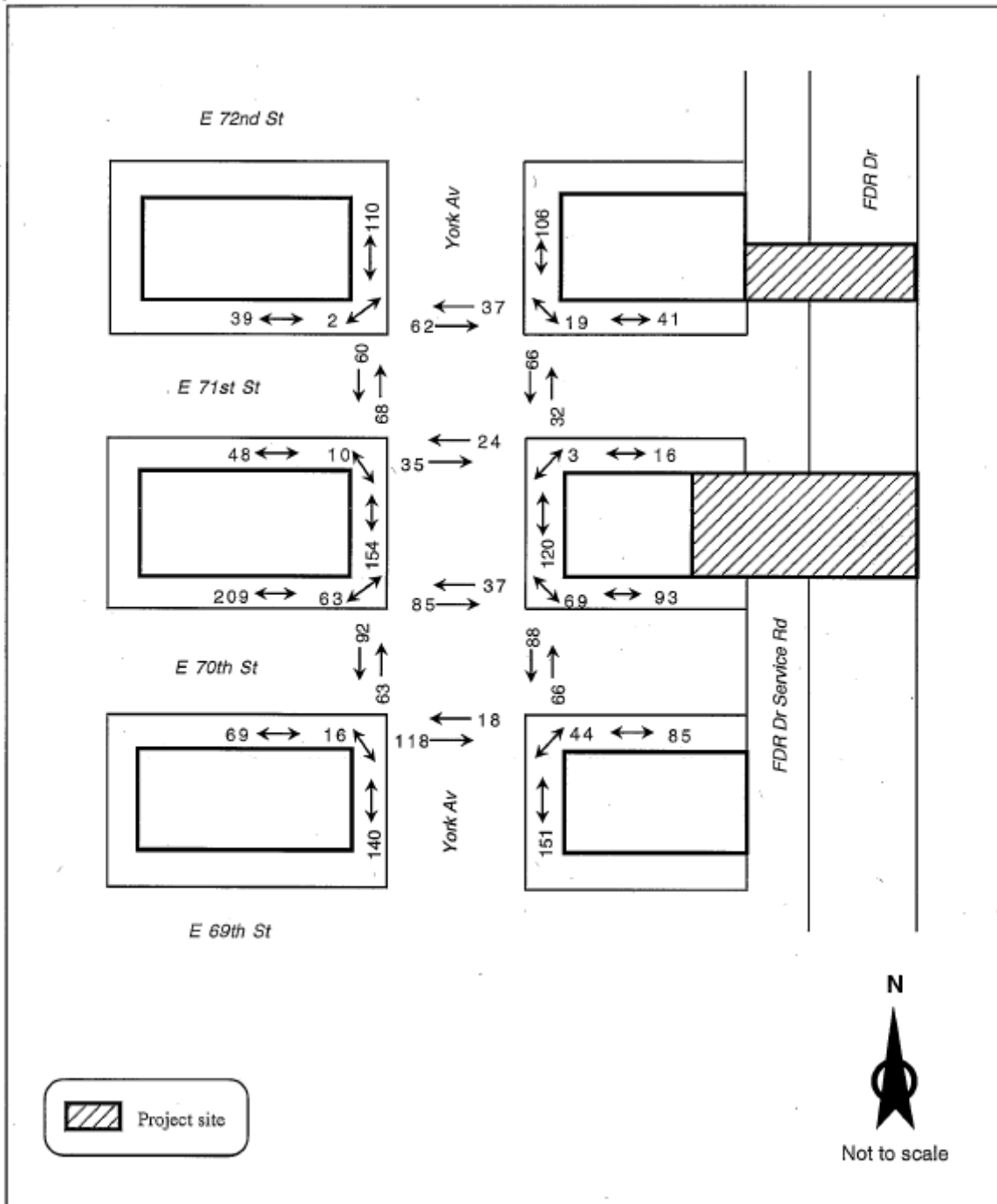
A pedestrian survey for the intersection of York Avenue and East 70<sup>th</sup> Street was conducted for a weekday during the hours of 8:00-9:30 AM, 12:00-2:00 PM and 4:00-6:00 PM on October 5, 2006. The survey data is provided in Appendix B. The survey data indicates that the peak 15-minute periods at York Avenue and East 70<sup>th</sup> Street are 8:45-9:00 AM in the morning, 1:00-1:15 PM during the midday and 5:00-5:15 PM in the evening. The 2007 Existing condition pedestrian volumes at this intersection are based on data that was collected in 2006 with 0.5% growth. It should be noted that the 15-minute peak at the two (2) intersections is different for the midday. In order to conduct a conservative analysis, each individual peak was used in this analysis.

The Existing condition analysis year is 2007. The Existing condition peak 15-minute pedestrian volumes are presented in Figures 17-1, 17-2 and 17-3.

The pedestrian analysis results for sidewalks, corners and crosswalks are summarized in Tables 17-2, 17-3 and 17-4, respectively. Detailed analysis worksheets are presented in Appendix B.

For the intersection of York Avenue and East 71<sup>st</sup> Street, all of the walkways currently operate at LOS B or better for the pedestrians (platoon) for the AM, midday and PM peak hours under the Existing condition. It should be noted that the analysis included the effect of short-term fluctuations in numbers of pedestrians. All of the intersection corners currently operate at LOS B or better for the platoon for the AM, midday and PM peak hours under the Existing condition.

**2007 Existing Condition Pedestrians - AM 15-Minute Peak**

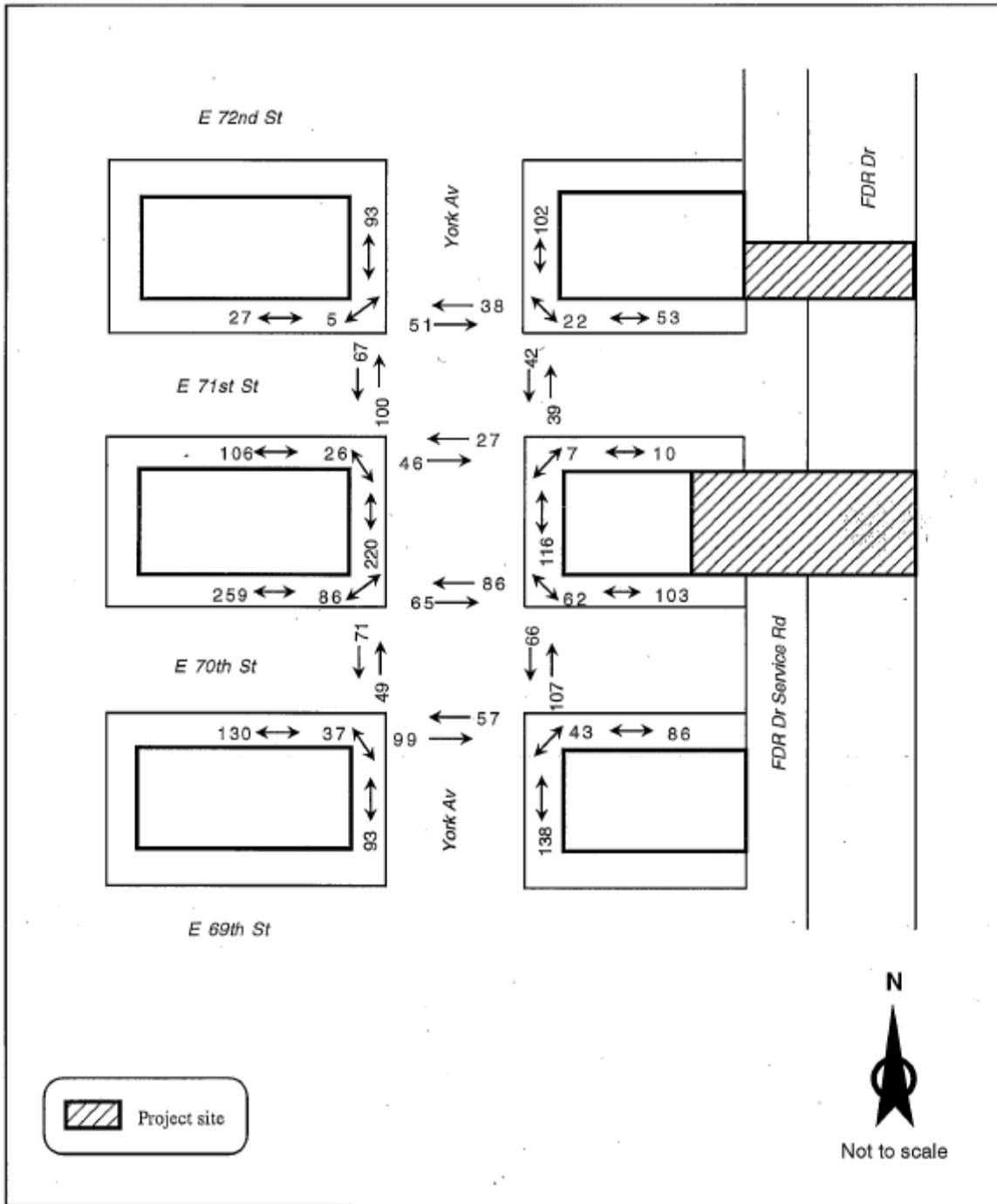


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**Figure 17-1**

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**2007 Existing Condition Pedestrians - Midday 15-Minute Peak**

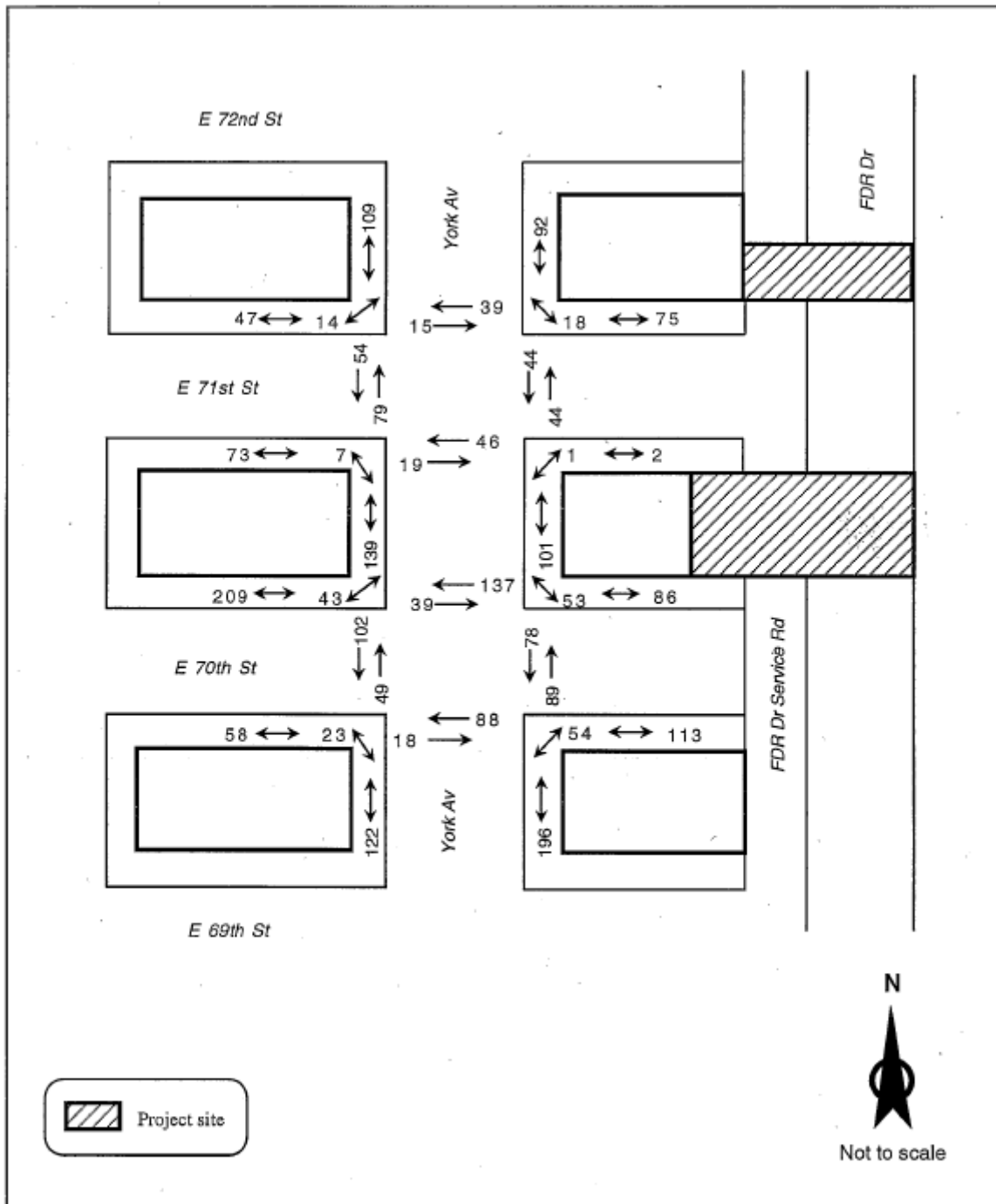


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**Figure 17-2**

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**2007 Existing Condition Pedestrians - PM 15-Minute Peak**



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**Figure 17-3**

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All of the crosswalks at York Avenue and East 71<sup>st</sup> Street currently operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the Existing condition.

For the intersection of York Avenue and East 70<sup>th</sup> Street, all of the walkways currently operate at LOS B or better for the pedestrians (platoon) for the AM, midday and PM peak hours under the Existing condition. It should be noted that the analysis included the effect of short-term fluctuations in numbers of pedestrians. All of the intersection corners currently operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the Existing condition. The north crosswalk at this intersection currently operates at LOS D for the PM peak hour under the Existing condition. Remaining crosswalks currently operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the Existing condition.

### ***17.2.2 The Future Without the Proposed Project - 2010***

The No-Build condition was analyzed for the year of 2010. It was assumed that there would be no geometric or design changes for the sidewalk, corners and crosswalks at the study intersection. A 1.5% (0.5% annually) increase of the existing traffic volumes at the study intersection was applied to determine the background traffic growth for the No-Build condition.

According to the information provided by the NYC Department of City Planning (Manhattan Office), there are three (3) developments (soft-sites) within a one-half mile area that are scheduled for completion by the project build year of 2010. These developments are described below:

1. New York Presbyterian Hospital just recently modified their general large scale to build: a 4-story 18,219 zoning square foot (ZSF) building (Technology Building); a 13-story, 102,184 ZSF building (the SMART Building), as well as 3,982 ZSF to the adjacent “N” Building, which connects to the SMART Building; a 1-story, 37,282 ZSF enlargement to the existing Greenberg Pavilion; and a 2-story, 174,004 ZSF addition to the YY Building. As shown in the EAS (07DCP022M), the net project generated vehicle trips would be below the CEQR threshold of fifty (50). This development is minor project and the pedestrian trips from this development are included in the background growth.
2. New York Presbyterian Hospital also has an as-of-right dormitory building at 72<sup>nd</sup> Street and First Avenue. Since the DCP has no further information, the pedestrian trips from this development are included in the background growth.
3. 125 residential units are planned for 400 East 67<sup>th</sup> Street. Since this development is below the CEQR threshold of 200 units and pedestrian trips are included in the background growth.

The No-Build 15-minute pedestrian volumes are presented in Figures 17-4, 17-5 and 17-6. The No-Build Condition analysis results for the pedestrians are summarized in Tables 17-2, 17-3 and 17-4. Detailed analysis worksheets are presented in Appendix B.



## Pedestrian Level of Service Analyses - Sidewalks

Intersection of York Avenue and 71st Avenue

Location	Sidewalk	AM Peak-15 Minutes		Midday Peak-15 Minutes		PM Peak-15 Minutes	
		P/M/F	LOS	P/M/F	LOS	P/M/F	LOS
<b>Existing Condition</b>							
York Av bet E 71st & 72nd Sts	east	0.44	A	0.43	A	0.38	A
E 71st St bet Site & York Av	north	0.34	A	0.44	A	0.63	B
E 71st St bet Site & York Av	south	0.13	A	0.08	A	0.02	A
York Av bet E 70th & 71st Sts	east	0.50	A	0.48	A	0.42	A
York Av bet E 70th & 71st Sts	west	0.64	B	0.92	B	0.58	B
E 71st St bet York & 1st Avs	south	0.36	A	0.79	B	0.54	B
E 71st St bet York & 1st Avs	north	0.29	A	2.00	A	0.35	A
York Av bet E 71st & 72nd Sts	west	0.46	A	0.39	A	0.45	A
<b>No-Build Condition</b>							
York Av bet E 71st & 72nd Sts	east	0.45	A	0.43	A	0.39	A
E 71st St bet Site & York Av	north	0.35	A	0.45	A	0.63	B
E 71st St bet Site & York Av	south	0.13	A	0.08	A	0.02	A
York Av bet E 70th & 71st Sts	east	0.51	A	0.49	A	0.43	A
York Av bet E 70th & 71st Sts	west	0.65	B	0.93	B	0.59	B
E 71st St bet York & 1st Avs	south	0.36	A	0.80	B	0.55	B
E 71st St bet York & 1st Avs	north	0.30	A	0.20	A	0.36	A
York Av bet E 71st & 72nd Sts	west	0.47	A	0.39	A	0.46	A
<b>Build Condition</b>							
York Av bet E 71st & 72nd Sts	east	0.47	A	0.45	A	0.40	A
E 71st St bet Site & York Av	north	0.74	B	0.80	B	1.13	B
E 71st St bet Site & York Av	south	0.33	A	0.24	A	0.26	A
York Av bet E 70th & 71st Sts	east	0.55	B	0.53	B	0.49	A
York Av bet E 70th & 71st Sts	west	0.68	B	0.95	B	0.62	B
E 71st St bet York & 1st Avs	south	0.67	B	0.90	B	0.68	B
E 71st St bet York & 1st Avs	north	0.41	A	0.33	A	0.55	B
York Av bet E 71st & 72nd Sts	west	0.53	B	0.44	A	0.54	B

Intersection of York Avenue and 70th Avenue

Location	Sidewalk	AM Peak-15 Minutes		Midday Peak-15 Minutes		PM Peak-15 Minutes	
		P/M/F	LOS	P/M/F	LOS	P/M/F	LOS
<b>Existing Condition</b>							
York Av bet E 70th and 71st Sts	east	0.50	B	0.48	A	0.42	A
E 70th St bet York Av & FDR	north	0.69	A	0.76	B	0.64	B
E 70th St bet York Av & FDR	south	0.63	B	0.64	B	0.84	B
York Av bet E 69th & 70th Sts	east	0.63	B	0.58	B	0.82	B
York Av bet E 69th & 70th Sts	west	0.58	B	0.39	A	0.51	B
E 70th St bet York & 1st Avs	south	0.77	B	1.44	B	0.64	B
E 70th St bet York & 1st Avs	north	2.32	B	2.88	B	2.32	B
York Av bet E 70th & 71st Sts	west	0.64	B	0.92	B	0.58	B
<b>No-Build Condition</b>							
York Av bet E 70th and 71st Sts	east	0.51	B	0.49	A	0.43	A
E 70th St bet York Av & FDR	north	0.70	B	0.78	B	0.64	B
E 70th St bet York Av & FDR	south	0.64	B	0.64	B	0.85	B
York Av bet E 69th & 70th Sts	east	0.64	B	0.58	B	0.83	B
York Av bet E 69th & 70th Sts	west	0.59	B	0.39	A	0.52	B
E 70th St bet York & 1st Avs	south	0.78	B	1.47	B	0.66	B
E 70th St bet York & 1st Avs	north	2.36	B	2.92	B	2.36	B
York Av bet E 70th & 71st Sts	west	0.65	B	0.93	B	0.59	B
<b>Build Condition</b>							
York Av bet E 70th and 71st Sts	east	0.55	B	0.53	B	0.49	A
E 70th St bet York Av & FDR	north	0.70	B	0.78	B	0.64	B
E 70th St bet York Av & FDR	south	0.64	B	0.64	B	0.85	B
York Av bet E 69th & 70th Sts	east	0.68	B	0.62	B	0.89	B
York Av bet E 69th & 70th Sts	west	0.62	B	0.42	A	0.55	B
E 70th St bet York & 1st Avs	south	0.78	B	1.47	B	0.66	B
E 70th St bet York & 1st Avs	north	2.36	B	2.92	B	2.36	B
York Av bet E 70th & 71st Sts	west	0.68	B	0.95	B	0.62	B

Note: LOS is platoon

## Pedestrian Level of Service Analyses - Corners

Location	Corner	AM Peak-15 Minutes		Midday Peak-15 Minutes		PM Peak-15 Minutes	
		SF/P	LOS	SF/P	LOS	SF/P	LOS
<b>Existing Condition</b>							
York Av and 71st Street	northeast	204.5	B	231.3	B	286.4	B
	southeast	290.8	B	275.5	B	285.5	B
	southwest	251.2	B	182.9	B	232.6	B
	northwest	216.8	B	185.6	B	246.0	B
<b>No-Build Condition</b>							
York Av and 71st Street	northeast	204.5	B	231.3	B	286.4	B
	southeast	290.8	B	275.5	B	285.5	B
	southwest	251.2	B	177.1	B	232.6	B
	northwest	216.8	B	180.4	B	246.0	B
<b>Build Condition</b>							
York Av and 71st Street	northeast	164.7	B	192.8	B	196.5	B
	southeast	215.1	B	231.3	B	211.2	B
	southwest	223.3	B	162.5	B	202.9	B
	northwest	189.2	B	161.5	B	200.7	B

Location	Corner	AM Peak-15 Minutes		Midday Peak-15 Minutes		PM Peak-15 Minutes	
		SF/P	LOS	SF/P	LOS	SF/P	LOS
<b>Existing Condition</b>							
York Av and 70th Street	northeast	139.3	B	125.8	B	109.3	B
	southeast	145.5	B	126.0	B	146.6	B
	southwest	114.4	B	110.8	B	126.7	B
	northwest	102.7	B	98.9	B	90.9	B
<b>No-Build Condition</b>							
York Av and 70th Street	northeast	139.3	B	120.8	B	104.4	B
	southeast	145.5	B	122.9	B	143.3	B
	southwest	110.8	B	108.2	B	126.7	B
	northwest	98.3	B	92.3	B	89.1	C
<b>Build Condition</b>							
York Av and 70th Street	northeast	136.3	B	120.8	B	100.1	B
	southeast	141.7	B	122.9	B	136.4	B
	southwest	110.8	B	108.2	B	123.4	B
	northwest	98.3	B	92.3	B	86.7	C

Note: LOS is platoon.

## Pedestrian Level of Service Analyses - Crosswalks

Location	Crosswalk	AM Peak-15 Minutes		Midday Peak-15 Minutes		PM Peak-15 Minutes	
		SF/P	LOS	SF/P	LOS	SF/P	LOS
Existing Condition York Av and 71st Street	north	115.5	B	125.0	B	220.1	B
	east	184.8	B	224.9	B	206.1	B
	south	138.1	B	110.4	B	125.2	B
	west	105.9	B	79.8	C	100.0	B
No-Build Condition York Av and 71st Street	north	115.3	B	124.8	B	220.1	B
	east	184.8	B	224.9	B	206.1	B
	south	137.9	B	110.2	B	125.0	B
	west	105.6	B	75.7	C	100.0	B
Build Condition York Av and 71st Street	north	86.5	C	92.6	B	115.3	B
	east	150.2	B	205.7	B	175.1	B
	south	97.4	B	83.2	C	84.0	C
	west	104.9	B	75.5	C	99.3	B

Location	Crosswalk	AM Peak-15 Minutes		Midday Peak-15 Minutes		PM Peak-15 Minutes	
		SF/P	LOS	SF/P	LOS	SF/P	LOS
Existing Condition York Av and 70th Street	north	54.4	C	45.9	C	36.2	D
	east	95.4	B	85.9	C	94.7	B
	south	64.0	C	58.1	C	87.4	C
	west	98.3	B	126.2	B	92.0	B
No-Build Condition York Av and 70th Street	north	54.3	C	43.3	C	34.4	D
	east	95.4	B	81.6	C	89.9	C
	south	63.8	C	58.0	C	87.4	C
	west	93.6	B	117.7	B	92.0	B
Build Condition York Av and 70th Street	north	54.3	C	43.3	C	34.3	D
	east	90.5	B	81.3	C	81.6	C
	south	63.7	C	58.0	C	86.3	C
	west	93.6	B	117.7	B	87.0	C

Note: LOS is platoon (surge).

For the intersection of York Avenue and East 71<sup>st</sup> Street, all of the walkways would operate at LOS B or better for the pedestrians (platoon) for the AM, midday and PM peak hours under the No-Build condition. It should be noted that the analysis included the effect of short-term fluctuations in numbers of pedestrians. All of the intersection corners would operate at LOS B or better for the platoon for the AM, midday and PM peak hours under the No-Build condition. All of the crosswalks at this intersection would operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the No-Build condition.

For the intersection of York Avenue and East 70<sup>th</sup> Street, all of the walkways would operate at LOS B or better for the pedestrians (platoon) for the AM, midday and PM peak hours under the No-Build condition. It should be noted that the analysis included the effect of short-term fluctuations in numbers of pedestrians. All of the intersection corners would operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the No-Build condition. The north crosswalk at this intersection would operate at LOS D for the PM peak hour under the No-Build condition. Remaining crosswalks would operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the No-Build condition.

**17.2.3 The Future With the Proposed Project - 2010**

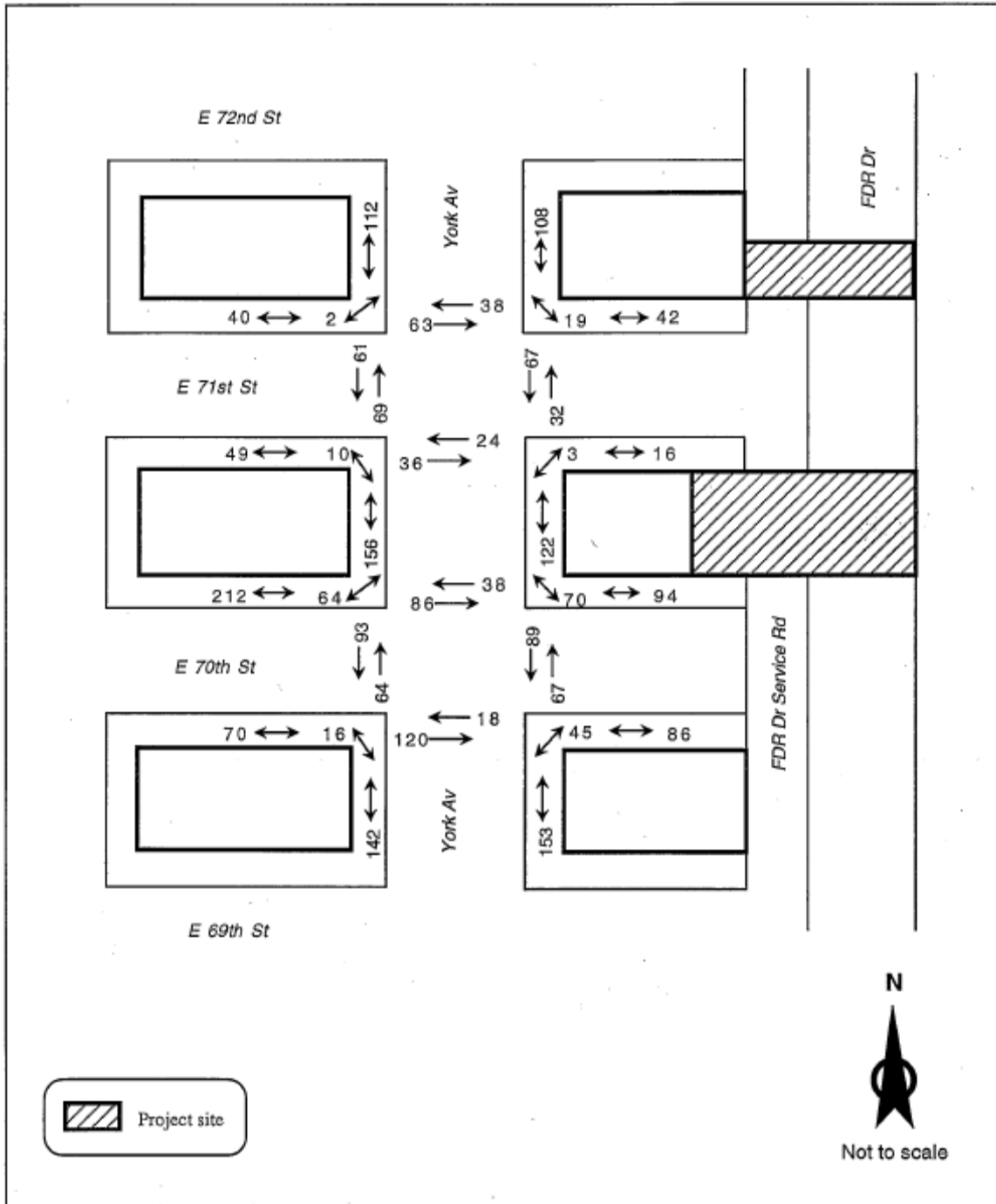
The pedestrian analysis includes both employees and inpatients/outpatients/visitors for all modes: auto, taxi, subway, bus, walking and other. Total project generated pedestrians during the peak hours are analyzed in Chapter 16 in this FEIS and summarized in Table 17-5.

**Table 17-2. Project Generated Pedestrians**

	<b>Peak Period</b>	<b>In/hr</b>	<b>Out/hr</b>	<b>Total/hr</b>
	AM Peak	229	12	241
Employees	Midday Peak	44	81	125
	PM Peak	38	217	255
	AM Peak	33	6	39
In-Outpatients/Visitors	Midday Peak	76	41	117
	PM Peak	58	39	97
	AM Peak	262	18	280
Total	Midday Peak	120	122	242
	PM Peak	96	256	352

The proposed project would generate a total of 464 employees and 1,038 inpatients/outpatients/visitors during a 24-hour period. The project generated pedestrians during peak hours are presented in Table 17-5. In this analysis, the pedestrians include all modes: auto, taxi, subway, bus walk and other. The project generated pedestrians would be 280, 242 and 352 for the AM, midday and PM peak hours, respectively. The project generated 15-minute pedestrians are presented in Figures 17-7, 17-8 and 17-9.

**2010 No-Build Condition Pedestrians - AM 15-Minute Peak**

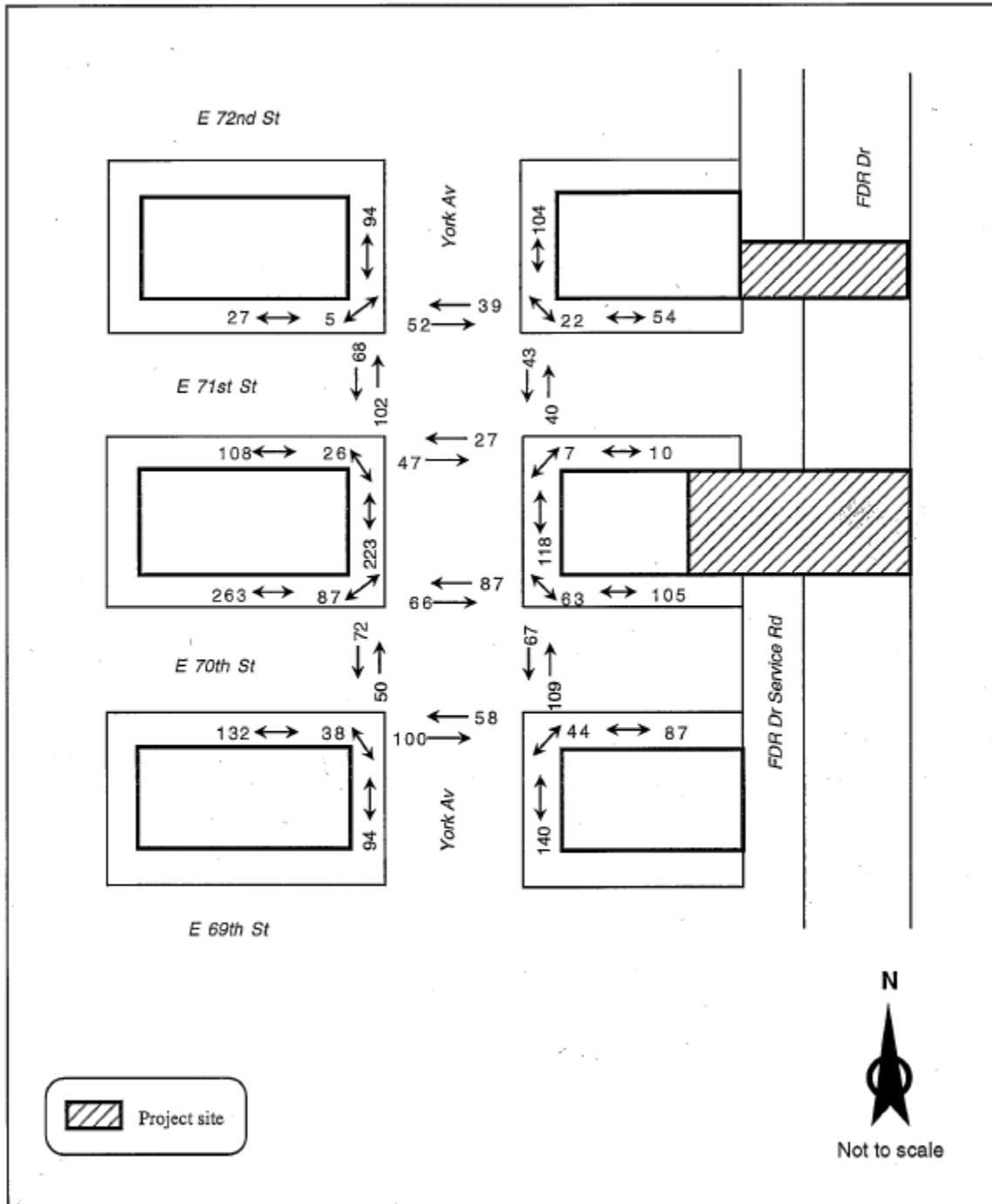


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**Figure 17-4**

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**2010 No-Build Condition Pedestrians - Midday 15-Minute Peak**

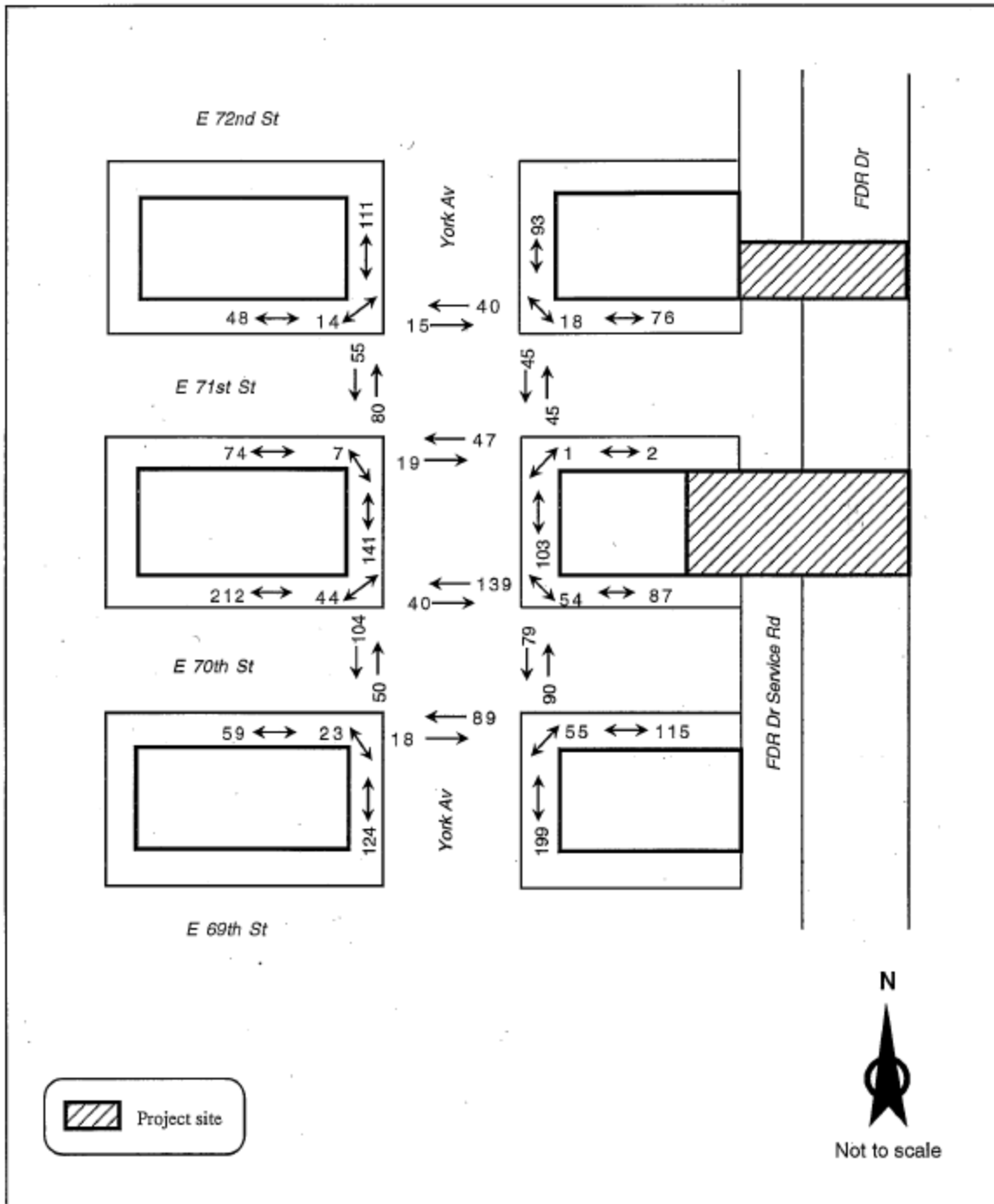


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**Figure 17-5**

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**2010 No-Build Condition Pedestrians - PM 15-Minute Peak**



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**Figure 17-6**

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The pedestrian volumes for the 2010 Build condition were estimated by combining the number of project generated pedestrians with the 2010 No-Build condition volumes. The 15-minute pedestrian volumes under the Build condition are presented in Figures 17-10, 17-11 and 17-12. The analysis results for the Build condition are provided in Tables 17-2, 17-3 and 17-4. Detailed analysis worksheets for the study intersection are presented in Appendix B.

For the intersection of York Avenue and East 71<sup>st</sup> Street, all of the walkways would operate at LOS B or better for the pedestrians (platoon) for the AM, midday and PM peak hours under the No-Build condition. It should be noted that the analysis included the effect of short-term fluctuations in numbers of pedestrians. All of the intersection corners would operate at LOS B or better for the platoon for the AM, midday and PM peak hours under the No-Build condition. All of the crosswalks at this intersection would operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the No-Build condition.

For the intersection of York Avenue and East 70<sup>th</sup> Street, all of the walkways would operate at LOS B or better for the pedestrians (platoon) for the AM, midday and PM peak hours under the No-Build condition. It should be noted that the analysis included the effect of short-term fluctuations in numbers of pedestrians. All of the intersection corners would operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the No-Build condition. The north crosswalk at this intersection would operate at LOS D for the PM peak hour under the No-Build condition. Remaining crosswalks would operate at LOS C or better for the platoon for the AM, midday and PM peak hours under the No-Build condition.

#### **17.2.4 Determination of Impact Significance**

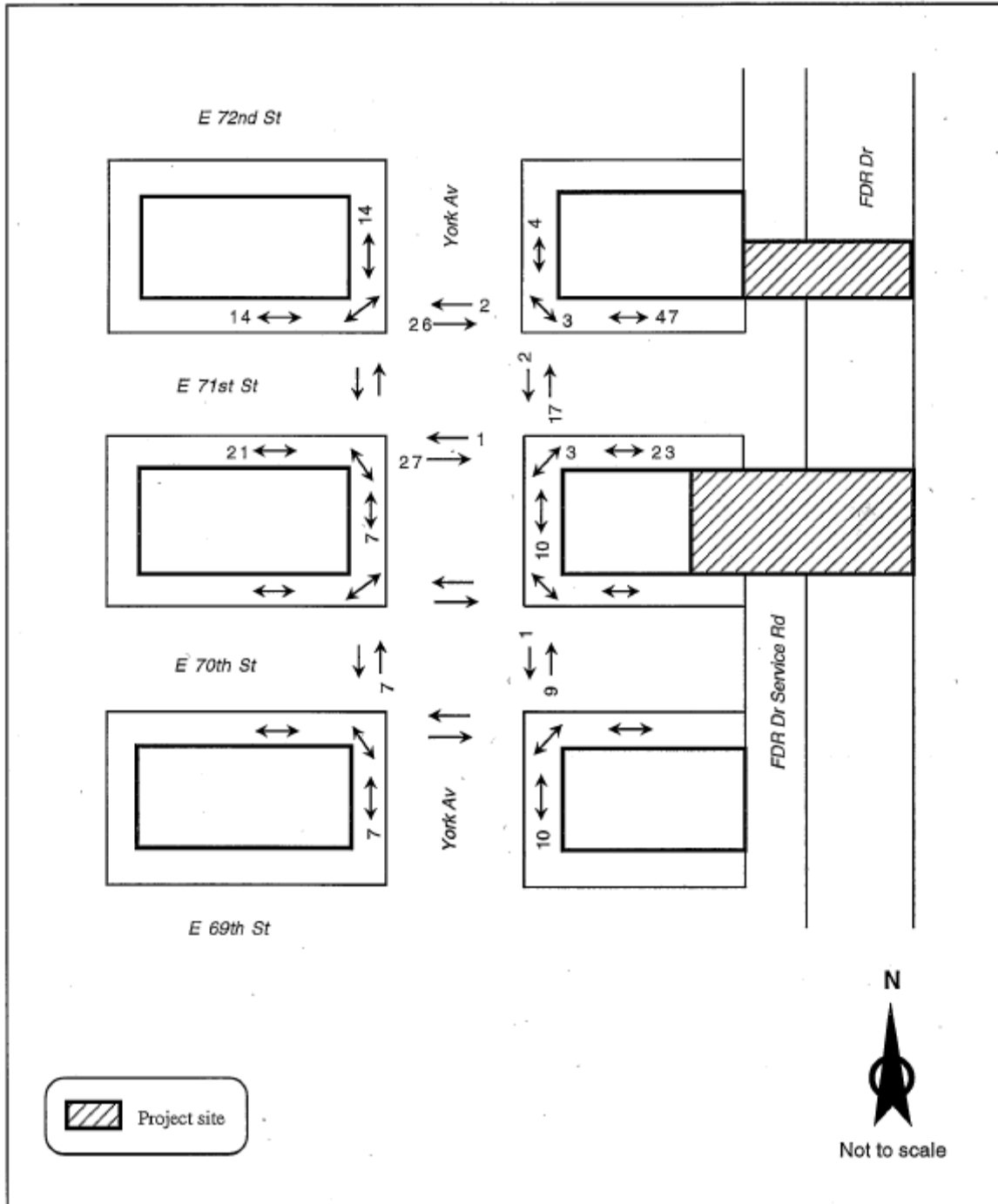
The City Environmental Quality Review (CEQR) Technical Manual's current standard for determining significant pedestrian impacts is described below.

*“For corners and crosswalks, significant impacts may be considered for decreases of one square foot per person when the no action condition has average occupancies under 20 square feet per pedestrian (mid-LOS D). For sidewalks and midblock locations, a significant impact may be defined as an increase in the pedestrian flow rate of 2 persons per foot of width per minute (PFM) for no action conditions with flow rates of 13 PFM or more (mid-LOS D)”.*

According to the standards for determining significant pedestrian impacts, no significant impacts for the sidewalks, corners or crosswalks would result from the proposed project.



**Project Generated Pedestrians - AM 15-Minute Peak**

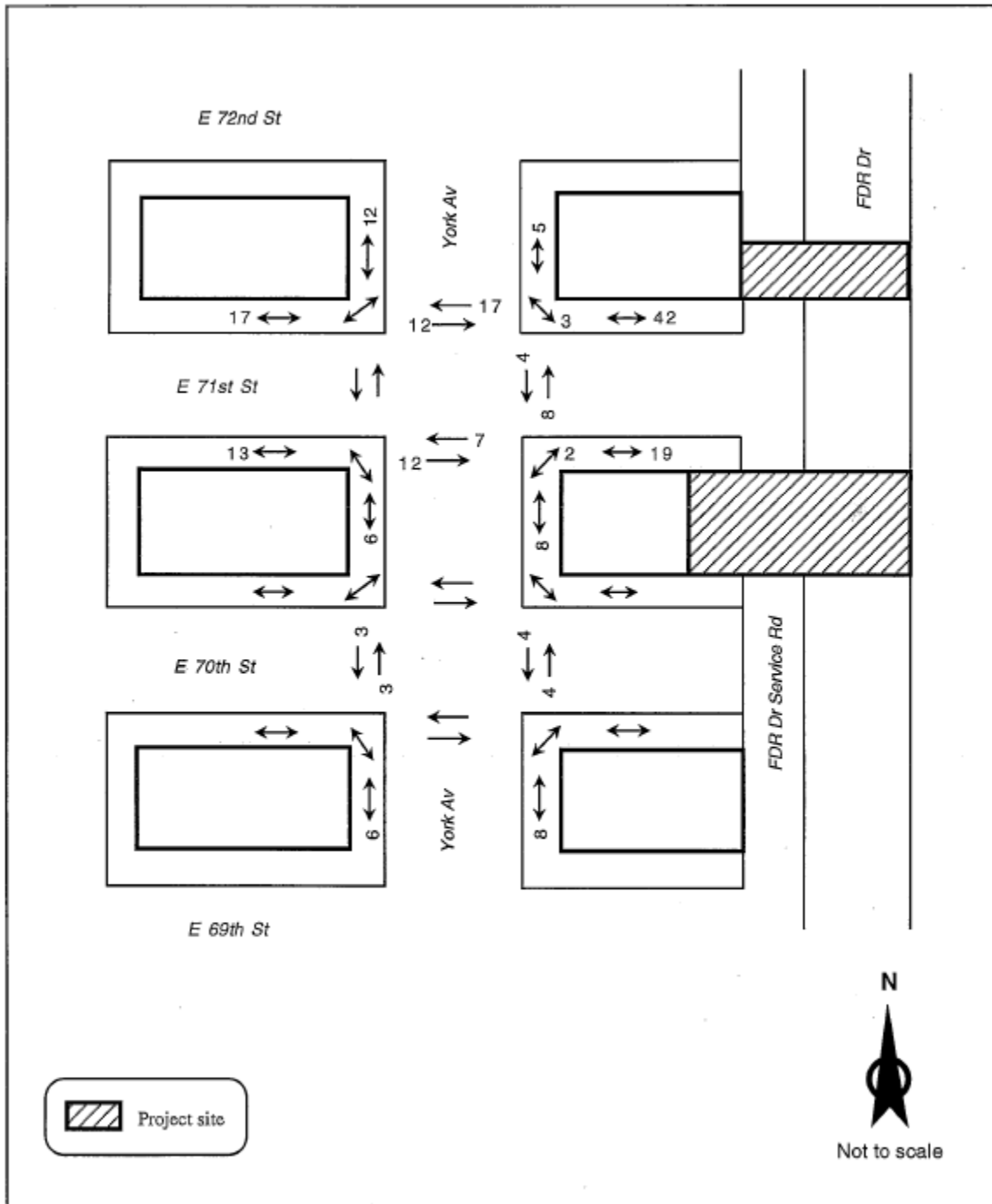


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**Figure 17-7**

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### Project Generated Pedestrians - Midday 15-Minute Peak

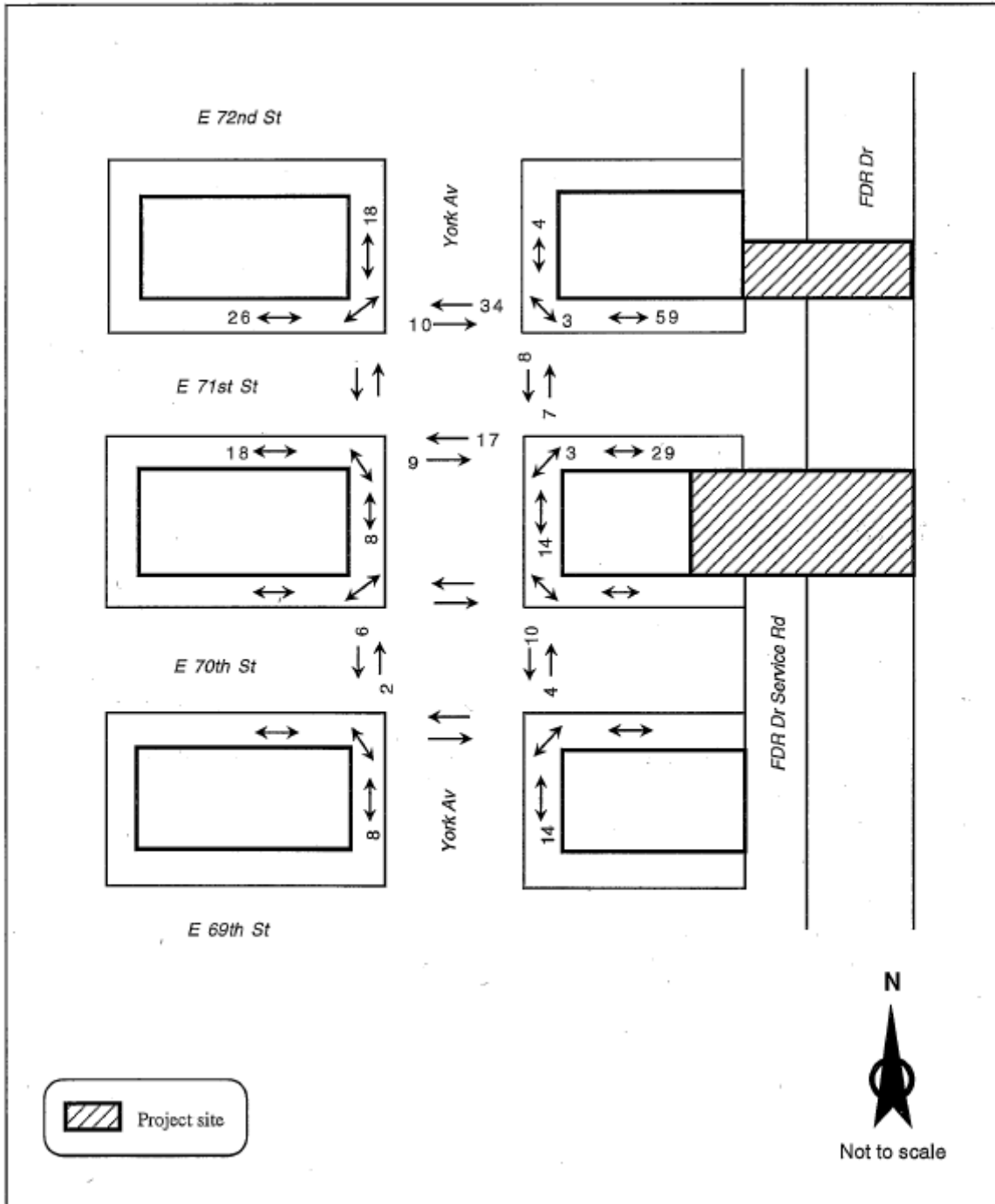


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Figure 17-8

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**Project Generated Pedestrians - PM 15-Minute Peak**

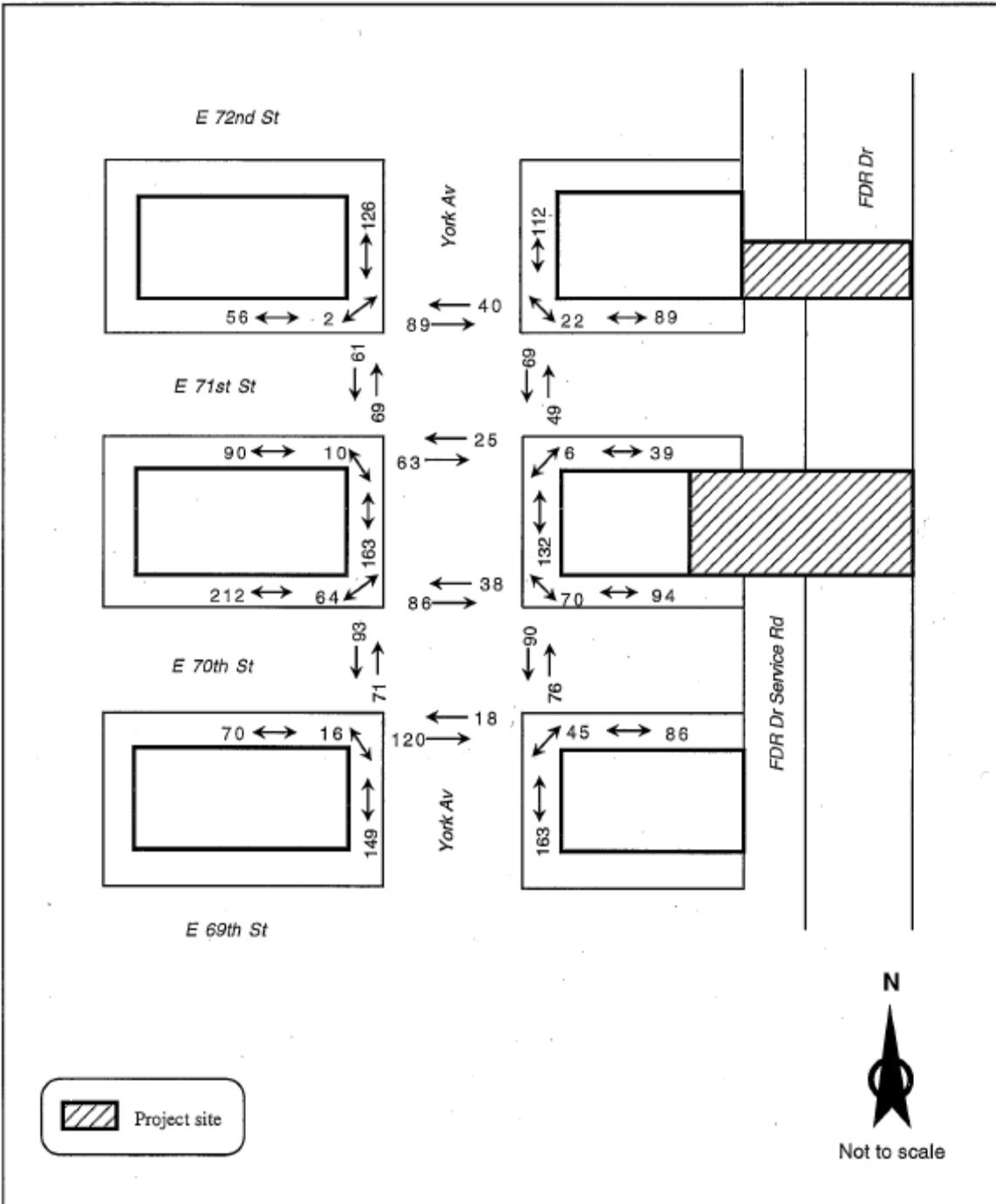


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**Figure 17-9**

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**2010 Build Condition Pedestrians - AM 15-Minute Peak**

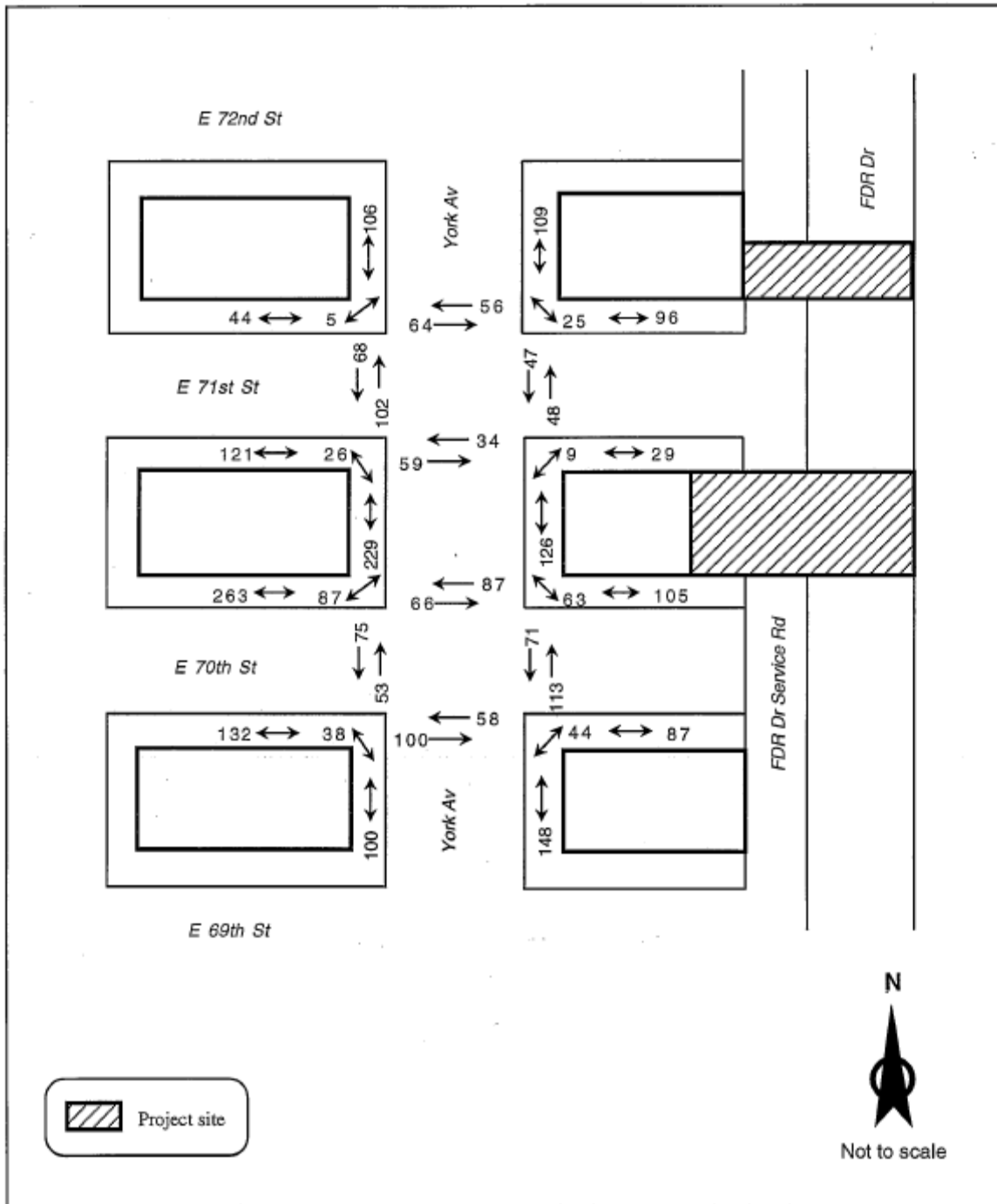


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**Figure 17-10**

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**2010 Build Condition Pedestrians - Midday 15-Minute Peak**

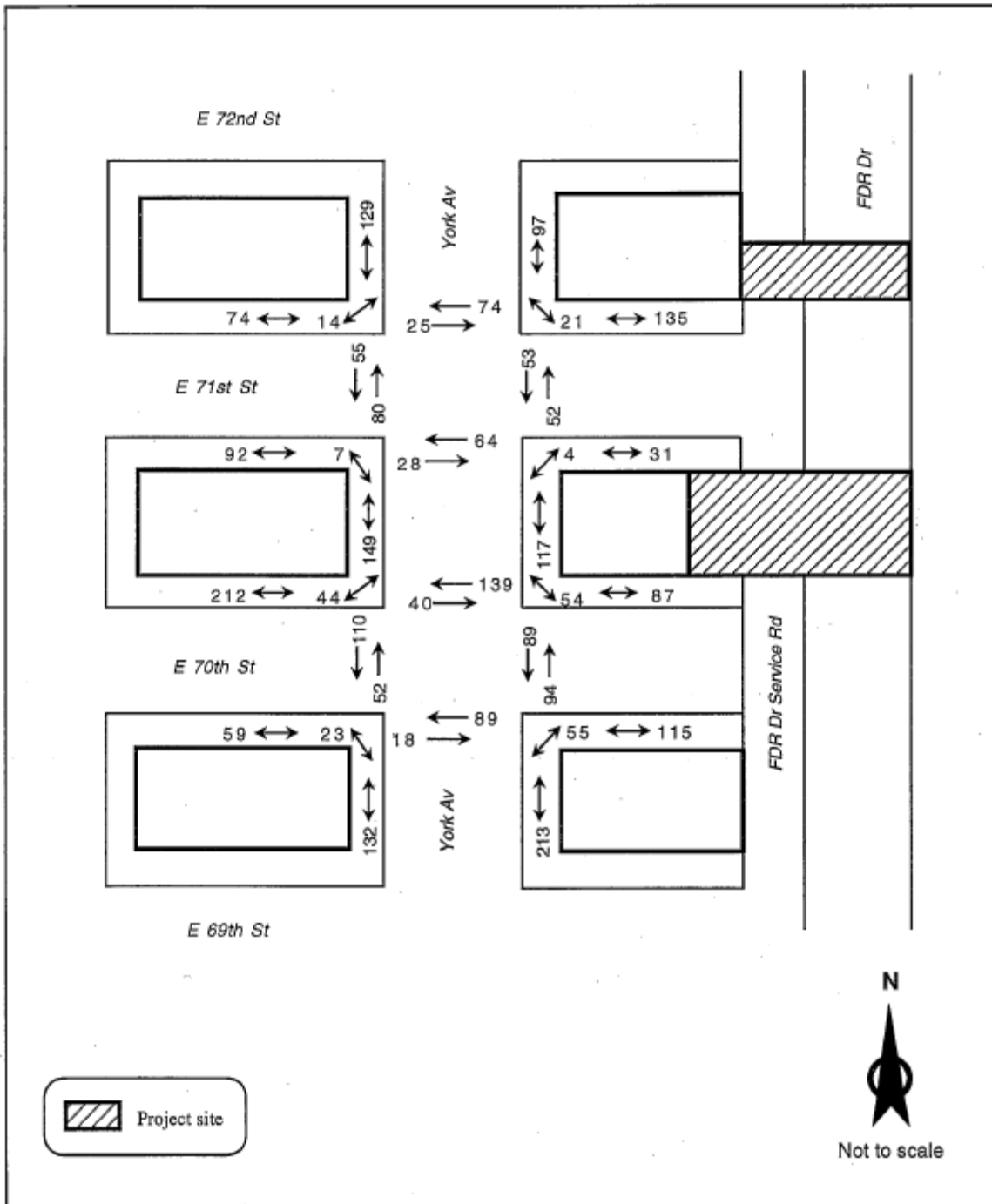


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**Figure 17-11**

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**2010 Build Condition Pedestrians - PM 15-Minute Peak**



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**Figure 17-12**

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### 17.2.5 Vehicle and Pedestrian Safety

Accident data for the three most recent years was provided by the NYC Department of Transportation for the following intersections:

1. York Avenue and East 72<sup>nd</sup> Street
2. York Avenue and East 71<sup>st</sup> Street
3. York Avenue and East 70<sup>th</sup> Street
4. FDR Drive Service Road and East 71<sup>st</sup> Street

The accident data at the four intersections is summarized below:

<u>Intersection:</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
<u>York Avenue and E. 72<sup>nd</sup> St.</u>	<u>32</u>	<u>30</u>	<u>31</u>
<u>    Injured Pedestrian</u>	<u>3</u>	<u>1</u>	<u>2</u>
<u>    Injured Bicyclist</u>	<u>0</u>	<u>1</u>	<u>0</u>
<u>York Avenue and E. 71<sup>st</sup> St.</u>	<u>24</u>	<u>21</u>	<u>25</u>
<u>    Reported</u>	<u>4</u>	<u>4</u>	<u>4</u>
<u>    Injured Pedestrian</u>	<u>3</u>	<u>1</u>	<u>3</u>
<u>    Injured Bicyclist</u>	<u>0</u>	<u>1</u>	<u>0</u>
<u>York Avenue and E. 70<sup>th</sup> St.</u>	<u>16</u>	<u>20</u>	<u>20</u>
<u>    Injured Pedestrian</u>	<u>1</u>	<u>1</u>	<u>0</u>
<u>    Injured Bicyclist</u>	<u>0</u>	<u>1</u>	<u>0</u>
<u>FDR Dr Service Rd and E 71<sup>st</sup> St</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>    Injured Pedestrian</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>    Injured Bicyclist</u>	<u>0</u>	<u>0</u>	<u>0</u>

At the intersection of York Avenue and East 72<sup>nd</sup> Street, there were 32 accidents including 3 pedestrian injuries in 2003. There were 30 accidents including 1 pedestrian injury in 2004. There were 31 accidents including 52 pedestrian injuries in 2005.

At the intersection of York Avenue and East 71<sup>st</sup> Street, there were 24 accidents including 3 pedestrian injuries in 2003. There were 21 accidents including 1 pedestrian injury in 2004. There were 25 accidents including 3 pedestrian injuries in 2005.

At the intersection of York Avenue and East 70<sup>th</sup> Street, there were 16 accidents including 1 pedestrian injury in 2003. There were 20 accidents including 1 pedestrian injury in 2004. There were 20 accidents with no pedestrian injuries in 2005.

At the intersection of FDR Drive Service Road and East 71<sup>st</sup> Street, there were no accidents from 2003 to 2005.

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The accident rates at all the four intersections were below the NYC DOT threshold of 5 pedestrian injuries. Therefore, no further analysis is required.