Chapter 20:

Mitigation

A. INTRODUCTION

This chapter considers mitigation measures to address significant adverse impacts generated by the Proposed Project. As described in Chapter 1, "Project Description," the Applicant is proposing a series of discretionary actions that would redevelop and re-tenant Industry City (the Project Area) with a mixed-use project containing manufacturing, commercial, retail, hospitality, academic and other community facility uses (the Proposed Project). The area affected by the Proposed Actions (the Directly Affected Area) includes the Project Area and the Rezoning Area. The Directly Affected Area is located in Community District 7 of Sunset Park, Brooklyn.

The Proposed Project would result in significant adverse impacts related to historic and cultural resources, transportation, air quality, and noise, and construction (noise). Mitigation measures have been identified to address those impacts where feasible and/or practical. As discussed below in more detail, partial mitigation is proposed for some of the significant adverse impacts of the proposed project. If no mitigation has been identified, an unavoidable significant adverse impact may result.

In accordance with the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are developed and evaluated where significant adverse impacts are identified (public schools, traffic, transit, and pedestrians).

B. PRINCIPAL CONCLUSIONS

HISTORIC AND CULTURAL RESOURCES

The three-story factory (116 39th Street, Block 706, Lot 20) building that would be demolished in the Baseline and Overbuild Scenarios is considered to be a contributing building to the Bush Terminal Historic District, which has been determined eligible for listing on the State and National Registers of Historic Places (S/NR). Therefore, demolition of this building would constitute a significant adverse impact on the Bush Terminal Historic District. The Applicant will consult<u>has consulted</u> with the New York City Landmarks Preservation Commission (LPC) to develop and implement appropriate mitigation-measures to partially mitigate this impact. Mitigation measures are expected to includewill comprise Historic American Buildings Survey (HABS) Level II documentation of the factory building. The HABS documentation would be provided to LPC and to an appropriate local repository.

To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc., a Construction Protection Plan (CPP) would be developed in coordination with LPC for the Baseline and Overbuild Scenarios and implemented in consultation with a licensed professional engineer. The Applicant is expected to enter into a Restrictive Declaration (RD), which will establish environmental mitigation conditions as necessary for the Proposed Project, including the need for the CPP.

LPC has determined that the scale of the proposed Gateway Building and Building 11 appear out of context with the neighboring Finger Buildings within the Bush Terminal Historic District. In order to conform to the Secretary's Standards and Guidelines for new construction in a historic district, LPC recommended that the maximum building height of the new buildings match or be within 1–2 stories higher than the Finger Buildings. LPC also recommended that the proposed Gateway Building and Building 11 be compatible with the significant design features of the Finger Buildings—flat roofs with pedimented rooflines that produce a regular rhythm along the street—by reducing uneven bulk and massing at the roof levels and introducing some reference to the existing rhythm, size, and shape of the pedimented roofs. Measures to mitigate the impacts of the Proposed Project on the Bush Terminal Historic District will behave been developed in consultation with DCP and LPC, and will be formalized as project commitments in the RD.-If measures to mitigate the impacts are not identified, the impacts would remain unmitigated.

TRANSPORTATION

TRAFFIC

Of the 41 intersections analyzed, the Proposed Project would create significant impacts at 15 intersections during the weekday AM peak hour, 15 intersections during the weekday midday peak hour, 22 intersections during the weekday PM peak hour, and 14 intersections during the Saturday peak hour. The major overall finding of the traffic mitigation analysis is that the vast majority of the intersections analyzed would either not be significantly impacted or could be fully mitigated with readily implementable traffic improvement measures described in this chapter. The traffic analysis studied 41 intersections over 4 peak time periods, for a total of 164 "intersection analysis scenarios." Of the 164 intersection analysis scenarios, 134 revealed either no significant impacts or impacts that could be fully mitigated.

Mitigation was successfully developed for the following impacted intersections:

- AM peak hour: 8 out of 15 impacted intersections;
- Weekday midday peak hour: 9 out of 15 impacted intersections;
- PM peak hour: 11 out of 22 impacted intersections; and
- Saturday peak hour: 8 out of 14 impacted intersections.

With respect to intersections that could not be fully mitigated: seven, six, eleven, and six intersections could not be fully mitigated in the weekday AM, midday, PM, and Saturday peak hours, respectively. This is to be expected for a project that will bring enormous new activity, vitality, and job opportunities to this area, and is not at all unusual for projects of this scale eitywide.

The following intersections could not be fully mitigated in at least one peak hour:

- 1st Avenue and 42nd Street (weekday PM peak hour);
- 2nd Avenue and 37th Street (weekday midday, PM, and Saturday peak hours);
- 2nd Avenue and 39th Street (weekday AM, midday, PM, and Saturday peak hours);
- 2nd Avenue and 41st Street (weekday AM, midday, PM, and Saturday peak hours);
- 2nd Avenue and 44th Street (weekday AM peak hours);
- 3rd Avenue and Prospect Avenue (weekday midday and PM peak hours);
- 3rd Avenue and 32nd Street (weekday PM peak hour);

- 3rd Avenue and 33rd Street (weekday AM and PM peak hours);
- 3rd Avenue and 35th Street (weekday AM peak hour);
- 3rd Avenue and 37th Street (weekday PM peak hour);
- 3rd Avenue and 44th Street (weekday PM peak hour);
- 4th Avenue and 37th Street (Saturday peak hour);
- 4th Avenue and 38th Street (weekday AM, midday, PM, and Saturday peak hours); and
- 4th Avenue and 39th Street (weekday AM, midday, PM, and Saturday peak hours).

The mitigation measures identified later in the chapter—such as signal phasing and timing modifications, and selected parking regulation changes to add a travel lane at intersections, where necessary, and others—represent some of the standard traffic capacity improvements that are typically implemented by the New York City Department of Transportation (DOT). Implementation of the recommended traffic engineering improvements is within the jurisdiction of DOT.

GOWANUS EXPRESSWAY

The Proposed Project would result in significant adverse traffic impacts to the northbound Gowanus Expressway during the weekday AM peak hour (in the segment between 40th Street and 49th Street) and in the weekday midday peak hour (in the segment between 38th Street and 49th Street). It should be noted that these segments operate at congested LOS E or LOS F under existing conditions during the weekday AM and midday peak hours. The Proposed Project would add to these segments of the Gowanus Expressway about two cars per minute during the weekday AM peak hour and three cars per minute during the weekday midday peak hour (i.e., one car or less per lane per minute). The southbound Gowanus Expressway would not be significantly impacted during any of the peak hours.

Potential measures to provide more capacity along the northbound Gowanus Expressway, such as widening of the highway to provide an additional travel lane, would be cost prohibitive. As such, significant impacts identified are considered unmitigated per *CEQR Technical Manual* criteria.

SUBWAY TRANSIT

The Proposed Project would result in significant adverse impacts at the 36th Street station during the weekday AM and PM peak hours (the impacts would be to the P3 and P4 stairways, which connect the mezzanine to the station platforms; to the S3 stairway, which connects the street surface with the mezzanine; and, during only the weekdayend PM peak hour, to the M1A/M1B mezzanine level stairways located between the S1 and S3 stairways and the fare control area). Measures to fully mitigate these impacts would likely require long term capital improvements, such as the widening of stairways, the feasibility and practicability of which would require detailed engineering feasibility studies. Between the Draft EIS and the Final EIS, mitigation measures such as these will be studied further in conjunction with NYCT. Should measures to fully mitigate impacts be determined to be impracticable, significant adverse impacts would then be considered unmitigated in the Final EIS. A sensitivity analysis determined that the S3 stairway widening would be needed when approximately 245,000 sf of the proposed 627,674 sf of academic use would be built. Because the proposed actions allow for a range of future development scenarios, the impact would only occur if academic use exceeds 245,000 sf of development. The 36th Street station is identified by NYCT as one of the stations that would potentially receive accessibility improvements under the Americans with Disabilities Act (ADA) within the MTA's 2020-2024

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<u>Capital Plan, which may include the installation of elevators and relocation of station elements to</u> <u>accommodate the elevators. The planned accessibility improvements are not anticipated to</u> increase capacity.

Between the Draft EIS and the Final EIS, mitigation measures for the impact at the 36th Street station were studied in conjunction with NYCT. Potential mitigation measures considered to mitigate the impacts of the Proposed Project include widening of the S3 stairway from 70 to 120 inches, widening of the M1A/M1B stairways, and extension of the platform to accommodate new platform-level stairways. Each of these potential mitigation measures would need to be preceded by construction of ADA-compliant elevators. NYCT has performed studies which confirm the feasibility of the S3 and M1A/M1B stair widening mitigation measures at a conceptual engineering level. The S3 and M1A/M1B stairway widenings would need to be funded by the Applicant following completion of the ADA accessibility improvements. The cost of implementing the S3 and M1A/M1B stairway widenings are estimated by NYCT at approximately between 5 and 12 million dollars. Without the stairway widenings, passengers would need some additional time entering or exiting the station, but subway train operations into and out of the station would not be adversely affected. Adverse effects the mitigation options could have on traffic and pedestrian operations include: substantial additional construction disruptions subsequent to NYCT's ADA improvements, which would include temporary closure of both surface stairways on the west side of Fourth Avenue closest to Industry City; reduction of pedestrian circulation around the stairway; and the potential to limit flexibility for future roadway and bicycle lane improvements. Therefore, implementing the potential S3 and M1A/M1B stair widening mitigation measures described above has been determined to be not practicable, and thus the projected impact for these stairways would be unmitigated. The extension of the existing platform and construction of additional stairs from the mezzanine to the platform was determined to be physically impracticable due to the station's vertical constraints. Therefore, the adverse impact to the P3 and P4 stairways would remain unmitigated. Nonetheless, in an effort to redistribute future Industry City subway ridership to other nearby stations and lessen the potential impact on the 36th Street station, the Applicant would commit to expanding the free subway shuttle bus service it currently provides to the 36th Street station, to the adjacent subway stops at 25th Street and 45th Street.

BUS TRANSIT

The Proposed Project would result in a capacity shortfall of five passengers on the westbound B70 bus route during the weekday AM peak hour. This impact could be mitigated by the addition of one standard bus along the westbound B70 bus route in the weekday AM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. <u>In addition, new bus shelters with real-time bus arrival information would be installed at two B35/B70 eastbound bus stops located along 39th Street: one located between 1st Avenue and 2nd Avenue, and one located at the southeast corner of 2nd Avenue and 39th Street.</u>

PEDESTRIANS

The majority of the pedestrian elements analyzed would either not be significantly impacted or could be fully mitigated with readily implementable pedestrian improvement measures described in this chapter. The pedestrian analysis studied 77 elements (e.g., crosswalks, sidewalks, and corner reservoir areas) over four peak time periods, for a total of 308 analysis scenarios. Of the 308 analysis scenarios, 273 revealed either no significant impacts or impacts that could be fully mitigated.

Of the 77 pedestrian elements analyzed, the Proposed Project would result in significant adverse pedestrian impacts at 6 pedestrian elements during the weekday AM peak hour, 14 pedestrian elements during the weekday midday peak hour, 18 pedestrian elements during the weekday PM peak hour, and 12 pedestrian elements during the Saturday peak hour.

Mitigation was successfully developed for the following impacted pedestrian elements:

- AM peak hour: 3 out of 6 impacted pedestrian elements
- Weekday midday peak hour: 5 out of 14 impacted pedestrian elements
- PM peak hour: 5 out of 18 impacted intersections
- Saturday peak hour: 2 out of 12 impacted intersections

With respect to pedestrian elements that could not be fully mitigated, 3, 9, 13, and 10 pedestrian elements could not be fully mitigated in the weekday AM, midday, PM and Saturday peak hours, respectively.

The following types of pedestrian elements could not be fully mitigated in at least one peak hour:

- Two sidewalks and one crosswalk in the weekday AM peak hour
- One sidewalk, six crosswalks, and two corners in the weekday midday peak hour
- Three sidewalks, eight crosswalks and two corners during the PM peak hour
- Three sidewalks, five crosswalks and two corners during the Saturday peak hour

It should be noted that the levels of service at the vast majority of pedestrian elements would operate at LOS E or better. Locations that would operate at LOS E or F reflect the change from a quiet area to a busy and vibrant commercial area. Pedestrian flow in these parts would be slower due to added activity in the area, but there would generally be adequate area for pedestrians to travel along. Only two pedestrian elements would be expected to operate at LOS F: the west sidewalk of 3rd Avenue between 36th Street and 37th Street during the weekday PM peak hour, and the south crosswalk of the intersection of 2nd Avenue and 39th Street during the weekday midday, PM, and Saturday peak hours. Although these pedestrian flows. The sidewalk analysis focuses on the narrowest section of the sidewalk, but the remainder of the sidewalk is less constrained and would have more sidewalk area for pedestrians to utilize. Although there would be constrained flow through the crosswalk, the connecting corners would have sufficient area for pedestrians to utilize.

Implementation of the recommended traffic engineering improvements is within the jurisdiction of DOT.

AIR QUALITY

As discussed in Chapter 13, "Air Quality," the Proposed Project would result in a significant adverse air quality impact at the intersection of 1st Avenue and 39th Street, 2nd Avenue and 39th Street, and 3rd Avenue and 39th Street, which are each predicted to exceed the annual $PM_{2.5}$ *de minimis* criterion for $PM_{2.5}$ of 0.1 µg/m³.

As discussed below, the results of a mobile source analysis with the proposed traffic mitigation measures that were developed to reduce congestion and increase speeds along 39th Street as well as other locations in the affected area indicate that the maximum annual incremental concentrations of PM_{2.5} would be significantly lower than the With Action condition, and would

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not exceed the *de minimis* criteria for $PM_{2.5}$. Therefore, no unmitigated significant adverse air quality impacts would remain upon incorporation of the mitigation measures.

NOISE

A significant adverse noise impact is predicted to occur at the residential building on 41st Street between 1st and 2nd Avenues (166 41st Street). This impact would be fully mitigated by making window air conditioning units available to apartments that do not already have an alternate means of ventilation. With the existing insulated glass windows and the provided alternate means of ventilation, interior noise levels would be below 45 dBA L_{10} , which would be considered acceptable for residential use according to CEQR noise exposure guidance. Therefore, the provision of window air conditioning units by the applicant would fully mitigate the significant adverse noise impacts predicted to occur at this building.

CONSTRUCTION NOISE

Significant adverse noise impacts are predicted to occur at the residential building at 968 3rd Avenue as a result of construction of the proposed Gateway Building and at Industry City Buildings 9 and 10 as a result of construction of the proposed Building 11. To mitigate the significant adverse noise impacts at 968 3rd Avenue, window air conditioning units would be made available by the Applicant to apartments that do not already have an alternate means of ventilation, which would allow for the maintenance of a closed-window condition providing approximately 25 dBA of window/wall attenuation. To mitigate the significant adverse noise impacts at 10, a minimum of 28 dBA window/wall attenuation would be provided for newly introduced academic spaces in these buildings, along with an alternate means of ventilation. The provision of this level of window/wall attenuation by the Applicant would partially mitigate the significant adverse noise impacts predicted to occur at these locations.

C. HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* lists potential mitigation measures for historic and cultural resource impacts. They include, but are not limited to, contextual redesign, relocation, adaptive reuse, construction protection, and HABS recordation. The Applicant will consult with LPC on the integration of these possible measures into the development program between Draft and Final EIS. Mitigation typically involves incorporation of some of the mitigation measures listed above. <u>Commitments to fFinal mitigation measures will be incorporated into the FEIS and documented in a RD recorded as part of the Proposed Actions</u>.

Furthermore, measures to mitigate the impacts of the Proposed Project on the Bush Terminal Historic District <u>will behave been</u> developed in consultation with DCP and LPC, and will be formalized as project commitments in the RD. The final mitigation measures will be incorporated in the executed RD and will include a CPP, which will be developed and implemented in consultation with LPC prior to construction of the Proposed Project.

As discussed in Chapter 6, "Historic and Cultural Resources," the following potential significant adverse impacts have been identified. The three-story factory (116 39th Street, Block 706, Lot 20) building that would be demolished in the Baseline and Overbuild Scenarios is considered to be a contributing building to the Bush Terminal Historic District, which has been determined S/NR-eligible. Therefore, demolition of this building would constitute a significant adverse impact on the Bush Terminal Historic District. The Applicant will consult with LPC to develop and implement appropriate mitigation measures to partially mitigate this impact. Mitigation measures are expected to includewill comprise HABS Level II documentation of the factory

building. The HABS documentation would be provided to LPC and to an appropriate local repository. To avoid the potential for direct, physical impacts (inadvertent construction-related damage) to nearby historic buildings, a CPP would be developed in coordination with LPC for the Baseline and Overbuild Scenarios and implemented in consultation with a licensed professional engineer. The Applicant is expected to enter into a RD, which will establish environmental mitigation conditions as necessary for the Proposed Project, including the need for the CPP. For the Baseline Scenario, the CPP would include measures to be implemented during the construction of the three new mixed-use developments. The CPP would include Bush Terminal Historic District Buildings 1-3, 8-10, 19, 20, 22-24, 26, and Building B, as set forth in Table 6-2 of Chapter 6, "Historic and Cultural Resources." For the Overbuild Scenario, the CPP would include Bush Terminal Historic Buildings 1-10, 19, 20, 22-26, and Building B, as set forth in Table 6-3 of Chapter 6, "Historic and Cultural Resources." The CPP would include provisions for preconstruction inspections, monitoring the buildings for cracks and movement, installation of physical protection as appropriate at the Bush Terminal buildings, and provisions for stopping work as appropriate if monitoring thresholds are exceeded or damage occurs to any of the affected Bush Terminal Historic District Buildings.

LPC has determined that the scale of the proposed Gateway Building and Building 11 appear out of context with the neighboring Finger Buildings within the Bush Terminal Historic District. In order to conform to the Secretary's Standards and Guidelines for new construction in a historic district, LPC recommended that the maximum building height of the new buildings match or be within 1-2 stories higher than the Finger Buildings. LPC also recommended that the proposed Gateway Building and Building 11 be compatible with the significant design features of the Finger Buildings-flat roofs with pedimented rooflines that produce a regular rhythm along the streetby reducing uneven bulk and massing at the roof levels and introducing some reference to the existing rhythm, size, and shape of the pedimented roofs. The Applicant will consult with LPC to develop and implement appropriate mitigation measures to mitigate this potential impact. If measures to mitigate the potential impact are not identified At such time that specific designs for the proposed Gateway Building and/or Building 11 are advanced, the Applicant will share with LPC renderings of the proposed building(s). Design plans shall be submitted at the preliminary (35%) and pre-final (75%) completion stages for LPC staff-level comment for the purposes of resolving or reducing potential impacts on cultural resources. The Applicant also will submit the final design for LPC review. This commitment will be reflected in the project's Restrictive Declaration. If, following review, LPC staff determine that the scale and/or design of the proposed buildings are still out of context with the neighboring Finger Buildings within the Bush Terminal Historic District, the impact would remain unmitigated.

D. TRANSPORTATION

As discussed in Chapter 11, "Transportation," the Proposed Project would result in significant adverse impacts at a number of locations in the study area. This section describes the mitigation measures that could reduce or eliminate significant impacts, or indicates whether impacts would remain unmitigated.

TRAFFIC

Of the 41 intersections analyzed, the Proposed Project would result in significant traffic impacts at 15 intersections during the weekday AM peak hour, 15 intersections during the weekday midday peak hour, 22 intersections during the weekday PM peak hour, and 14 intersections during the Saturday peak hour. **Table 20-1** summarizes the significant traffic impacts and whether they could

be fully or partially mitigated, and **Table 20-2** summarizes the significantly impacted traffic movements. Details of the intersection capacity analyses and all traffic mitigation measures (e.g., signal timing changes, parking regulation changes, lane reconfigurations, etc.) are summarized in **Tables 20-3 through 20-6**.

Table 20-1

			or in more	
Intersections	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
No significant impact	26	26	19	27
Impact could be fully mitigated	8	9	11	8
Impact could be partially mitigated	3	1	2	2
Unmitigated Impact	4	5	9	4

Traffic Impact Mitigation Summary

Table 20-2

Summary of Impacted Traffic Movements

Intersection	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
	SIGNALIZED INTI		T cak nou	T cut fiou
2nd Avenue and 39th Street	EBLTR WBLTR WB(ramp)LT WB(ramp)R NBLTR	EBLTR WBLTR WB(ramp)LT WB(ramp)R SBLTR	EBLTR WBLTR WB(ramp)LT WB(ramp)R SBLTR	EBLTR WBLTR WB(ramp)LT WB(ramp)R SBLTR
2nd Avenue and 42nd Street		EBLTR	EBLTR	
3rd Avenue and Prospect Avenue	WBL	WBL NBL	WBL NBL	NBL
3rd Avenue and 29th Street	EBLTR		SBLT	
3rd Avenue and 32nd Street			EBLR	
3rd Avenue and 33rd Street	NBTR		EBLTR	
3rd Avenue and 35th Street	NBTR			
3rd Avenue and 36th Street		WBR		
3rd Avenue and 37th Street			SBLT	
3rd Avenue and 39th Street	EBLTR WBLTR	EBLTR WBLTR	EBLTR WBLTR	EBLTR WBLTR
3rd Avenue and 40th Street			EBLTR	
3rd Avenue and 41st Street		WBLTR	WBLTR	WBLTR
3rd Avenue and 42nd Street	EBLTR	EBLTR	EBLTR SBLT	EBLTR
3rd Avenue and 43rd Street		WBLTR	WBLTR	WBLTR
3rd Avenue and 44th Street	EBLTR	EBLTR	EBLTR SBLT	EBLTR
4th Avenue and 34th Street			NBL	
4th Avenue and 36th Street	WBLTR	WBLTR	WBLTR	WBLTR
4th Avenue and 37th Street	SBL	EBLTR	EBLTR SBL	EBLTR SBL
4th Avenue and 38th Street	EBL EBR	EBR	EBR	EBR
4th Avenue and 39th Street	EBL EBTR WBL WBTR SBL	EBL EBTR WBL WBTR SBTR	EBL EBTR WBL WBTR SBTR	EBL EBTR WBL WBTR
4th Avenue and 40th Street	SBL			SBL

		Summary of	Impacted I rai	tic wovements
Intersection	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
	UNSIGNALI	ZED INTERSECTIONS		
1st Avenue and 42nd Street			EBLTR	
2nd Avenue and 37th Street		SBLT	SBLT	SBLT
2nd Avenue and 41st Street	WBLTR	WBLTR	WBLTR	WBLTR
2nd Avenue and 44th Street	NBTR SBLT		NBTR SBLT	
Number of impacted traffic movements	26	25	36	23
Number of unmitigated traffic movements	12	13	18	9
Notes: EB = Eastbound; WB = WB; NB = facto left turn movement	Northbound; SB = S	outhbound; L = Left tur	n; T = Through; R= F	Right turn; DefL = De

Table 20-2 (cont'd) Summary of Impacted Traffic Movements

The major overall finding of the traffic mitigation analysis majority of the 41 intersections analyzed would either not be significantly impacted or could be fully mitigated with readily implementable traffic improvement measures, including signal timing changes, parking regulation changes to gain or widen a travel lane at key intersections, and lane restriping. These measures represent some of the standard traffic capacity improvements that are typically implemented by DOT.

As shown in **Table 20-1**, 7 of the 41 intersections would remain unmitigated during the weekday AM peak hour (three of the unmitigated intersections could be partially mitigated), 6 intersections would remain unmitigated during the weekday midday peak hour (1 of the unmitigated intersections could be partially mitigated), 11 intersections would remain unmitigated during the weekday PM peak hour (2 of the unmitigated intersections could be partially mitigated), and 6 intersections would remain unmitigated during the Saturday peak hour (2 of the unmitigated intersections could be partially mitigated).

NTERSECTION & APPROACH SIGNALIZED INTERSECTIONS Second Avenue and 39th Street 89th Street 89th Street (ramp)		Mvt.		lo Action Control				th Action				w/ Improv		AM PEAK HOUR <u>Mitigation Measures</u>
GNALIZED INTERSECTIONS econd Avenue and 39th Street 9th Street		Mvt.	V/C					Control				Control		
ond Avenue and 39th Street Street			., .	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
h Street														
					_								_	
ui Sueer (ramp)	EB WB 1 WB 2	LTR LTR LT	0.61 1.44 1.57	43.0 241.7 295.7	D F F	LTR LTR LT	1.18 2.42 1.64	148.2 677.7 328.1	F F	TR LTR LT	0.61 1.03 1.58	35.6 66.4 302.1	D E	 Partially Mitigated Prohibit EB left turns and install appropriate signage and pavement markings.
cond Avenue	NB	R	0.37	295.7 27.3 39.3	C D	R LTR	0.80	50.3 53.9	D D	R	0.75	43.9	D	 Install "No Standing Anytime" regulations along the
ond Avenue	SB	LTR	0.83	39.3 27.4	c	LTR	0.48	30.0	C	LTR	0.90 0.27	26.3	C	south curb of the EB approach for 250 feet to allow for an additional travel lane. - Install "No Standing Anytime" regulations along the north
cond Avenue and 42nd Street nd Street ond Avenue	EB NB SB	LTR TR LT	0.32 0.64 0.61	151.4 23.7 17.2 21.2	F C B C	LTR TR LT	0.53 0.65 0.85	263.1 28.2 17.4 23.2	F C B C	- R LT	0.39 0.13 0.65 0.74	130.1 24.9 20.9 17.4 19.0	F Ссвв	cub of the WB receiving side. Reinstall "No Standing Anytime" regulations along the west cub of the SB approach for 250 feet to allow for an additional travel lane. Restripe the EB approach from one 12-foot travel lane and one 9-foot parking lane to one 10-foot through lane and one 11-foot through-right lane. Restripe the WB receiving side from one 12-foot travel lane and one 9-foot parking lane to one 10-foot through lane and one 18-foot travel lane. Restripe the WB receiving side from one 12-foot travel lane and one 11-foot travel lane. Shift the WB approach form one 12-foot travel lane and one 18-foot parking lane to we 11-foot travel lane and one 18-foot parking lane to we 11-foot travel lane and one 13-foot travel lane and one 13-foot travel lane. Restripe the SB approach form one 12-foot travel lane and one 13-foot travel lane and one 13-foot travel lane. Shift the SB approach centerline 5 feet to the east. - Restripe the SB approach centerline 5 feet to the cast. - Shift the SB approach centerline 5 feet to the cast. - Modify signal timing: Shift 1 sec of green time from the NB/SB phase to the WB Off-ramg phase. Shift one sec of green time shifts from 27 sec to 25 sec. WB Off-ramg phase green time shifts from 27 sec to 28 sec. EWB green time shifts from 27 sec to 28 sec. EWB green time shifts from 27 sec to 28 sec. EWB green time shifts from 27 sec Naddify signal timing: Shift one set of 28 sec. WB Off-ramg phase green time shifts from 27 sec to 28 sec. EWB green time shifts from 27 sec to 28 sec. EWB green time shifts from 27 sec - Install "No Standing Anytime" regulations along the south curb of the EB approach for 80 feet to allow for an additional travel lane.
	Overall Intersection	-	0.62	19.8	В	-	0.72	21.8	с	-	0.61	19.2	В	whee taves also wini parking on both sales ato one 8-foot wide parking lane, one 11-foot wide shared left-through lane and one 11-foot wide right turn lane for 80 feet. [Measures reflect improvements needed for the weekday Midday and PM peak hours]
cond Avenue and 43rd Street rd Street cond Avenue	WB NB	LTR LT	0.65 0.66	29.8 18.8	C B	LTR LT	0.77 0.71	34.3 20.6	C C	LTR LT	0.77 0.71	34.3 20.6	C C	- Mitigation not required.
	SB	TR	0.79	22.4	С	TR	0.80	23.1	С	TR	0.80	23.1	с	
	Overall Intersection	-	0.74	22.9	С	-	0.79	25.1	с	-	0.79	25.1	с	
ird Avenue and Prospect Avenue ospect Avenue	WB	L	0.92	72.1	Е	L	0.95	77.4	E	L	0.92	71.0	E	- Modify signal timing. Shift 1 sec of green time from
		T R	1.06 0.40	118.0 50.3	F D	T R	1.07 0.40	120.6 50.3	F D	T R	1.04 0.39	108.8 49.1	F D	NB lead phase to WB phase. [NB lead green time shifts from 57 sec to 56 sec; WB green time
ird Avenue	NB	L	0.80 0.60	33.4 4.1	C A	L	0.85 0.61	35.5 4.2	D A	L	0.86	37.2 4.7	D A	shifts from 29 sec to 30 sec.]
	SB	т	0.23	43.0	D	т	0.26	43.5	D	т	0.26	43.5	D	
	Overall Intersection	R -	0.83 0.88	65.2 45.9	E D	R -	0.83 0.90	65.2 47.6	E D	R -	0.83 0.90	65.2 46.3	E D	
ird Avenue and 29th Street	EB	LTR	0.74	52.6	D	LTR	0.85	63.3	E	LTR	0.75	52.1	D	- Modify signal timing. Shift 3 sec of green time from
ird Avenue	NB SB	LT	0.97 0.29	11.1	В	LT	0.32	20.0 11.6	В	LT	1.05 0.33	40.1 13.0	В	NB/SB phase to EB/WB phase. [NB/SB green time shifts from 85 sec to 82 sec; EB/WB green time shifts
	Overall Intersection	-	-	15.2	в	-	-	22.3	с	-	-	35.4	D	from 40 sec to 43 sec.]
ird Avenue and 30th Street														
h Street	EB WB	R LTR	0.00 0.15	0.0 36.8	A D	R LTR	0.00 0.15	0.0 36.9	A D	R LTR	0.00 0.15	0.0 36.9	A D	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
ird Avenue	NB SB	LT	0.95	16.0 4.1	BA	LT TR	0.99	22.8 4.1	C A	LT TR	0.99	34.8 3.2	C A	at the intersection of Second Avenue and 39th Street.
	5B Overall Intersection		-	4.1 13.8	B	-	-	4.1 18.8	B	-	-	3.2 27.7	c	
ird Avenue and 32nd Street ad Street	EB	LR	0.17	36.4	D	LR	0.34	39.6	D	LR	0.34	39.6	D	- Intersection delays changed as a result of diverted
rd Avenue	WB NB	LTR LT	0.27 0.99	37.7 50.1	D D	LTR LT	0.29 1.05	38.1 51.8	D D	LTR LT	0.29 1.06	38.1 52.1	D D	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	SB	LTR	0.30	8.1	A	LTR	0.33	8.1	A	LTR	0.33	8.1	A	
	Overall Intersection	-	-	40.6	D	-	-	41.6	D	-	-	41.9	D	
ird Avenue and 33rd Street	EB	1.70	0.04	27.0			0.05	20.1	5	1.70	0.05	20.4	D	
d Street rd Avenue	NB	LTR TR	0.24	37.0 28.7	D C	LTR TR	0.35	39.1 54.3	D	LTR T	0.35	39.1 54.3	D	- Unmitigatable Intersection delays changed as a result of diverted
	SB Overall Intersection	LT	0.28	5.9	A	LT	0.31	7.2	A	LT	0.31	7.2	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

JTERSECTION & APPROACH	NO ACTION V	S WITH	2027 N	o Action			EMENTS	h Action				w/ Improv		AM PEAK HOUR <u>Mitigation Measures</u>
ITERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	M∨t.	V/C	Control Delay	LOS	M∨t.	V/C	Control Delay	LOS	
ird Avenue and 34th Street														
th Street ird Avenue	WB NB	LTR LT	0.54 0.93	44.9 48.0	D D	LTR LT	0.66 0.99	49.4 47.1	D D	LTR LT	0.66 0.99	49.4 47.0	D D	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	SB	TR	0.25	4.7	A	TR	0.28	4.9	A	TR	0.28	4.9	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	39.3	D	-	-	38.5	D	-	-	38.5	D	
ird Avenue and 35th Street					_				_				_	
th Street hird Avenue	EB NB	LTR TR	0.33 1.02	39.0 28.2	D C	LTR TR	0.32	39.0 56.9	D E	LTR T	0.32	39.0 59.0	D	- Unmitigatable Intersection delays changed as a result of diverted
	SB	LT	0.27	6.0	A	LT	0.31	5.3	A	LT	0.31	5.3	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	24.2	с	-	-	45.5	D	-	-	47.1	D	
ird Avenue and 36th Street th Street	WB	LT	0.49	42.9	D	LT	0.53	44.0	D	LT	0.53	44.0	D	Internetion delays above a secult of disented
	NB	R	0.71	56.9	E	R	0.75	60.0	E	R	0.75	60.0	E	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
ird Avenue	SB	LT TR	0.92 0.30	49.1 5.2	D A	LT TR	1.01 0.35	47.1 5.0	D A	LT TR	1.01 0.35	47.4 5.0	D A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	40.2	D	-	-	38.4	D	-	-	38.7	D	
ird Avanua and 27th Chart														
ird Avenue and 37th Street th Street ird Avenue	EB NB	LTR TR	0.17 0.99	34.5 19.7	C B	LTR	0.18 1.02	34.6 30.6	C C	LTR TR	0.18 1.03	34.6 38.3	C D	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
ird Avenue	NB SB	LT	0.99	19.7 7.4	A	TR LT	1.02 0.34	30.6 7.0	A	LT	1.03 0.34	38.3 7.0	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	17.6	в	-	-	25.3	с	-	-	31.0	с	
ird Avenue and 39th Street														
h Street	EB	LTR	1.05	122.9	F	LTR	1.45	269.4	F	LT	0.59 0.28	46.3 37.8	D	 Prohibit EB left turns (except for trucks and buses) and install the appropriate turn prohibition signage
	WB	LTR	0.94	90.2	F	LTR	1.33	205.5	F	R LT	0.72	50.8	D	install the appropriate turn prohibition signage and pavement markings.
rd Avenue	NB	LTR	0.87	48.8	D	LTR	0.88	48.9	D	R LTR	0.79 0.77	62.8 7.8	E A	- Install "No Standing Anytime" regulations along the south curb of the EB approach for the entire block to allow
	SB	TR	0.27	5.7	A	TR	0.32	5.9	A _	TR	0.32	6.2	Α	for an additional travel lane. - Install "No Standing Anytime" regulations along the
	Overall Intersection	-	-	51.5	D	-	-	86.1	F	-	-	16.4	в	south curb of the WB approach for 250 feet to allow for an additional travel lane.
														 Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an additional
														travel lane. - Shift the centerline on the EB approach 5 feet to the south.
														Restripe the EB approach from one 12-foot travel lane and one 18-foot parking lane to one 12-foot through
														lane and one 13-foot right-turn lane. Restripe the WB receiving
														from one 12-foot travel lane and one 18-foot parking lane to two 11-foot travel lanes and one 13-foot parking lane.
														 Shift the centerline on the WB approach 7 feet to the south. Restripe the WB approach from one 14-foot
														travel lane to one 10-foot through lane and one 11-foot right-turn lane for 150 feet. Restripe the EB receiving side from
														one 18-foot travel lane with parking to one 11-foot travel lane for 250 feet.
														Restripe the NB approach from two 12-foot wide travel lanes and one 26-foot wide travel lane with parking
														to three 12-foot wide travel lanes and one
														14-foot wide travel lane. Restripe the NB receiving side from one 11-foot travel lane, one 12-foot travel lane, and one
														26-foot travel lane with parking to one 11-foot travel lane, two 12-foot travel lanes, and one 15-foot travel lane.
														two 12-foot travel lanes, and one 15-foot travel lane. - Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase.
														two 12-foot travel lanes, and one 15-foot travel lane. - Modify signal timing. Shift 1 sec of green time
	ЕВ	LTR	0.42	41.7	D	LTR	0.48	43.2	D	LTR	0.53	42.4	D	two 12-foot travel lanes, and one 15-foot travel lane. - Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.]
th Street	NB	TR	0.91	5.4	A	TR	0.92	6.3	A	TR	0.92	6.3	А	two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel la
th Street	NB SB	TR LT	0.04	5.4 6.4	A A	TD	0.00	6.3 6.2	A A	TR LT	0.00	6.3 7.4	A A	two 12-foot travel lanes, and one 15-foot travel lane. Modfy signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Instal "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel la Restripe the SB approach from two 12 foot travel lanes and one S2 foot travel lanes with parking to three 12 foot travel lanes and one
th Street	NB	TR LT	0.91	5.4	A	TR	0.92	6.3	A	TR	0.92	6.3	А	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift is sec of green time from the NB/SB phase to the EB/WB phase. [NA/SB green time shifts from 65 sec to 64 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel la Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a travel lane during the weekday PM peak hour.
th Street	NB SB	TR LT	0.91	5.4 6.4	A A	TR	0.92	6.3 6.2	A A	TR LT	0.92	6.3 7.4	A A	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift is sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel it. Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking tame which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from con 30-foot travel lane
nird Avenue and 40th Street th Street ird Avenue	NB SB	TR LT	0.91	5.4 6.4	A A	TR	0.92	6.3 6.2	A A	TR LT	0.92	6.3 7.4	A A	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and on 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes with parking on both sides to two 10-foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday M peak hour 100 feot.
th Street iird Avenue	NB SB	TR LT	0.91	5.4 6.4	A A	TR	0.92	6.3 6.2	A A	TR LT	0.92	6.3 7.4	A A	two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift is sec of green time from the NB/SB green time shifts from 40 sec to 44 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel la Restripe the SB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a right-tume lane and with parking on both sides to two 10-foot travel lane and with parking lane which would be a right-tum lane and with 01-foot parking lane which would be a right-tum lane and wing the
th Street	NB SB	TR LT	0.91	5.4 6.4	A A	TR	0.92	6.3 6.2	A A	TR LT	0.92	6.3 7.4	A A	two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift is see of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 40 sec to 41 sec.] EB/WB green time shifts from 40 sec to 41 sec.] I install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel la Restripe the SB approach from two 12 foot travel lanes and one 15 foot travel lane with parking to three 12 foot travel lanes one 13 foot parking lane which would be a right-tume lane and the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lane with parking lane which would be a right-tum lane during the weekday PM peak hour for 100 feet. [Measures reflect improvements needed for the weekday PM peak hour]
th Street ird Avenue ird Avenue and 41st Street	NB SB Overall Intersection	TR LT	0.91 0.30 -	5.4 6.4 7.4	A A A	TR LT -	0.92 0.32 - 0.55 0.94	6.3 6.2 8.3	A A A	TR LT -	0.92 0.32 - 0.53 0.94	6.3 7.4 10.3 45.4 49.5	A A B D D	two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel I Restripe the SB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes with parking on both sides to two 10-foot travel lanes and one 13 foot parking lane which would be a travel lane with parking on both sides to two 10-foot travel lanes with parking on both would be a right-turn lane during the weekday PM peak hour for 100 feet. [Measures reflect improvements needed for the weekday PM peak hour] - Restripe the SB approach from two 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour 17 00 feet.
h Street ird Avenue ird Avenue and 41st Street 4 Street	NB SB Overall Intersection WB NB	TR LT - LTR LT TR	0.91 0.30 - 0.42 0.92	5.4 6.4 7.4 42.4 49.9 4.2	A A D D	TR LT - LTR LT	0.92 0.32 -	6.3 6.2 8.3 46.2 50.3 4.5	A A D D	TR LT - LTR LT	0.92 0.32 -	6.3 7.4 10.3 45.4 49.5 4.4	A A B D A	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach from two 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a right-turn lanes and one 13 foot parking lane which would be a right-turn lanes and one 13 foot parking lane which would be a right-turn lanes and one 13 foot parking lane which would be a right-turn lanes and one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour for two 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour for two.
th Street ird Avenue ird Avenue and 41st Street st Street	NB SB Overall Intersection WB NB SB	TR LT - LTR LT TR	0.91 0.30 - 0.42 0.92	5.4 6.4 7.4 42.4 49.9	A A D D A	TR LT - LTR LTR TR	0.92 0.32 - 0.55 0.94	6.3 6.2 8.3 46.2 50.3	A A D D A	TR LT - LTR LT TR	0.92 0.32 - 0.53 0.94	6.3 7.4 10.3 45.4 49.5	A A B D D	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shit 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 84 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel Is Restripe the SB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the Ba poproach from one 30-foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour 10 to fet. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 13 foot parking lane which would be a right travel lanes and one 14 foot wide travel lane with parking lane and one 17-foot wide travel lane with
h Street ird Avenue ird Avenue and 41st Street 4 Street	NB SB Overall Intersection WB NB SB	TR LT - LTR LT TR	0.91 0.30 - 0.42 0.92	5.4 6.4 7.4 42.4 49.9 4.2	A A D D A	TR LT - LTR LTR TR	0.92 0.32 - 0.55 0.94	6.3 6.2 8.3 46.2 50.3 4.5	A A D D A	TR LT - LTR LT TR	0.92 0.32 - 0.53 0.94	6.3 7.4 10.3 45.4 49.5 4.4	A A B D A	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift is sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 40 sec to 64 sec; EB/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel lane Restripe the SB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and on 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour 100 feet. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from one 12-foot travel lanes and one on 35 foot travel lane which would be a right-turn lane during the weekday PM peak hour foot 00 feet. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from one 13-foot travel lanes and one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour. Restripe the SB approach from one 13-foot wide parking lane and one 17-foot wide travel lanes and one 13 foot travel lane with parking to three 12 foot travel lanes and one 13-foot twide travel lane with parking to one 9-foot wide parking lane, one 11-foot wide travel lane, and one 17-foot wide travel lane with parking tane, and one 17-foot wide tarvel lane with parking lane, and one 17-foot wide travel lane with parking lane made an
h Street ird Avenue ird Avenue and 41st Street 4 Street	NB SB Overall Intersection WB NB SB	TR LT - LTR LT TR	0.91 0.30 - 0.42 0.92	5.4 6.4 7.4 42.4 49.9 4.2	A A D D A	TR LT - LTR LTR TR	0.92 0.32 - 0.55 0.94	6.3 6.2 8.3 46.2 50.3 4.5	A A D D A	TR LT - LTR LT TR	0.92 0.32 - 0.53 0.94	6.3 7.4 10.3 45.4 49.5 4.4	A A B D A	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift is sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel lane Restripe the SB sproach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and on 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-dot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour. Restripe the EB approach from two 12 foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a right-turn lane during the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour. Restripe the SB approach from two 12 foot travel lanes and one 12 foot travel lane with parking to three 12 foot travel lanes and one 13 foot travel lane with parking to three 14 foot twide parking lane and one 17-foot wide parking lane which parking to one 9-foot wide parking lane, one 11-foot wide travel lane, and one 10-foot wide parking lane which would be a travel lane during the weekday midday. PM, and Saturday peak periods for 100 feet.
h Street ird Avenue ird Avenue and 41st Street 4 Street ird Avenue	NB SB Overall Intersection WB NB SB	TR LT - LTR LT TR	0.91 0.30 - 0.42 0.92	5.4 6.4 7.4 42.4 49.9 4.2	A A D D A	TR LT - LTR LTR TR	0.92 0.32 - 0.55 0.94	6.3 6.2 8.3 46.2 50.3 4.5	A A D D A	TR LT - LTR LT TR	0.92 0.32 - 0.53 0.94	6.3 7.4 10.3 45.4 49.5 4.4	A A B D A	 two 12-foot travel lanes, and one 15-foot travel lane. Modriy signal timing. Shit 1 sec of green time from the NB/SB phase to the EB/WB phase. (NB/SB green time shifts from 40 sec to 41 sec.) Install "No Standing Anytime" regulations along the north curb of the EB approach from 50 sec to 84 sec; E6/WB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach from two 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a right-turn lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 fect. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 9-16 toot parking lane which would be a right turn lane during the weekday PM peak hour. Restripe the WB approach from the 13-foot travel lanes and one 9-16 out parking lane which would be a right turn lane during the weekday PM peak hour. Restripe the WB approach from the 13-foot wide parking lane and one 17-foot wide travel lane with parking to one 9-100 wide parking lane on 11-foot wide travel lane, and one 10-foot wide parking lane with which would be a travel lane during the weekday
h Street ird Avenue and 41st Street 4 Street ird Avenue and 42nd Street d Street	NB SB Overall Intersection WB NB SB Overall Intersection	TR LT LTR LTR LTR LTR	0.91 0.30 - 0.42 0.92 0.30 -	5.4 6.4 7.4 42.4 49.9 4.2 39.5	A A D D A D D A D	TR LT - LTR TR -	0.92 0.32 - 0.55 0.94 0.33 -	6.3 6.2 8.3 46.2 50.3 4.5 39.6	A A D D A D D A D	TR LT - LTR TR - LTR	0.92 0.32 - 0.53 0.94 0.33 -	6.3 7.4 10.3 45.4 49.5 4.4 22.7	А В D D A C	 two 12-foot travel lanes, and one 15-foot travel lane. Modrik signal timing. Shift is sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel is Restripe the SB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and on 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes and one 10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet. [Measures reflect Improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet. [Measures reflect Improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane durin the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes end one 9-foot wide parking lane, end the 1-foot wide parking lane and one 17-foot wide travel lane with parking to ne 9-foot wide parking lane, end 1-foot wide travel lane, and one 10-foot wide parking lane which, would be a travel lane during the weekday midday, PM, and Saturday peak hours] Modify signal timing. Shift 1 sec of green time from
h Street rd Avenue ird Avenue and 41st Street t Street rd Avenue	NB SB Overall Intersection WB NB SB Overall Intersection	TR LT LTR LT TR	0.91 0.30 - 0.42 0.92 0.30 -	5.4 6.4 7.4 42.4 49.9 4.2 39.5	A A D D A D	TR LT LTR LTR TR -	0.92 0.32 - 0.55 0.94 0.33 -	6.3 6.2 8.3 46.2 50.3 4.5 39.6	A A D D A D	TR LT - LTR LT TR -	0.92 0.32 - 0.53 0.94 0.33 -	6.3 7.4 10.3 45.4 49.5 4.4 22.7	А В D D A С	 two 12-foot travel lanes, and one 15-foot travel lane. Modify signal timing. Shift 1 sec of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 40 sec to 41 sec.] Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel i Restripe the SB approach from two 12 foot travel lanes and on 25 foot travel lane with parking to three 12 foot travel lanes and on 13 foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes and one 10-foot parking lane which would be a travel lane during the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lanes and one 10-foot parking lane which would be a travel lane during the weekday PM peak hour for 100 feet. [Measures reflect improvements needed for the weekday PM peak hour] Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which which would be a tripk turn lane during the weekday PM peak hour. Restripe the SB approach from two 12 foot travel lanes and one 13 foot parking lane which which would be a tripk turn lane during the weekday PM peak hour. Restripe the SB approach from two 13-foot travel lanes and one 13-foot parking lane which would be a tripk turn lane during the weekday PM peak hour. Restripe the SB approach from two 13-foot wide parking lane and one 17-foot wide travel lane with parking to one 9-foot wide parking lane, en 14-foot wide travel lane, and one 10-foot wide parking lane which would be a travel lane during the weekday midday, PM, and Saturday peak hours] Modify signal timing. Shift 1 sec of green time form NB/SB phase to EB/WB phase. [NB/SB green time shifts from SS to 74 Sec: EB/WB green time thing this for most sec to 4 sec: EB/WB green time shifts
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Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

Table Answer Bind Answer Bind Answer III III III III III III III IIII IIII IIIII IIIIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII		NO ACTION V	S WITH					INDU VEMENT		TY EIS IC LEVELS					Y AM PEAK HOUR
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Shi Street EB L 0.81 57.0 E L 0.85 61.3 E L 0.77 51.0 D - Partially Miligated ourth Avenue NB TR 0.56 44.1 D R 0.82 58.4 E LT 0.77 51.0 D - Partially Miligated ourth Avenue NB TR 0.56 44.1 D TR 0.97 27.2 C TR 1.01 38.8 D shifts from 67 sec to 64 sec; EBWB green time shifts SB T 0.68 19.1 B T 0.63 19.6 B T 0.66 22.0 C TR 0.97 37.5 D ourth Avenue and 39th Street FB L 0.22 37.6 D TR 0.47 47.8 D TR 0.78 53.4 D Factisy thid pated - Restripe the southbound approach painted more 16 an width true have from 9 feet in width 01 1 feet (the southbound approach painted midth make from 9 feet in width 01 1 feet (the southbound approach painted midth 11 feet (the southbound approach painted midth 11 feet (the southbound approach painted midth 11 feet (the southbound approach painted midt	ourth Avenue and 38th Street														
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NBTR0.9423.7CTR0.9727.2CTR1.0139.8Dshifts from 67 sec to 64 sec; EB/WB green time shiftsSBT0.6119.1BT0.6319.6BT0.6622.0Cfrom 31 sec to 34 sec;]Overall Intersection-0.8830.1C-0.9234.1C-0.8937.5DFourth Avenue and 39th StreetEBL0.2237.6DTR0.4647.0D-Partially MitigatedWBL0.5249.6DTR0.7447.8DTR0.7853.4D-Partially MitigatedFourth AvenueNBTR0.8249.6DTR0.7447.8DTR0.7853.4D-Partially MitigatedFourth AvenueNBTR0.8213.2BTR0.8413.7BTR0.8413.7BSBL0.6652.0CTR0.8413.7BTR0.8826.9CTR0.8826.9CFourth AvenueNBTR0.8324.0C-0.9231.0C-0.9230.8COut AvenueNBTR0.8415.7BTR0.8546.3DTR0.6748.2D-SBL0.756.5DL0.75<															
SB = T = 0.61 + 19.1 + B = T = 0.63 + 19.6 + B = T = 0.66 + 22.0 + C = 10.00 + 10.00	Sourth Avenue	NB													
$ \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$															
99th StreetEBL0.2237.6DL0.4747.8DT0.7853.4D		Overall Intersection	-	0.88	30.1	с	-	0.92	34.1	с	-	0.89	37.5	D	
9th StreetEBL0.2237.6DL0.4747.8DT 0.64 47.0D $-$ Parially MitigatedwBL0.6249.6DTR0.7853.4DL0.6461.3Eourth AvenueNBTR0.8213.2BTR0.8061.3ETR1.0096.2Fourth AvenueNBTR0.8255.4ETR0.7667.1EL0.6461.3Eourth AvenueNBTR0.7620.4CTR0.8826.9CTR0.8826.9Courth Avenue and 40th StreetEBLTR0.6446.0DLTR0.6546.3DLTR0.6748.2D-Outh AvenueEBLTR0.6461.5BTR0.6748.2DOuth AvenueSBL0.5446.5DLTR0.6546.3DModify signal timing. Shift 1 sec of green time fromOuth AvenueSBL0.5746.5DL0.7531.0DModify signal timing. Shift 1 sec of green time fromSBL0.5746.5DL0.7553.9DL0.7546.0Dfrom 31 sec to 30 sec.SBL0.5715.5BT0.5715.6BT0.5715.0 </td <td></td>															
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		ED		0.22	27.6	D		0.47	47.0	D		0.46	47.0	D	Portially Mitigated
WB L 0.52 49.6 D L 0.64 61.3 E width for 11 feet (the southbound approach painted median would be narrowed from three feet to one foot) Fourth Avenue NB TR 0.85 66.7 E TR 0.84 13.7 B TR 0.82 F median would be narrowed from three feet to one foot) Fourth Avenue NB TR 0.69 54.4 E D.76 57.1 E TR 0.83 26.9 C TR 0.84 13.7 B TR 0.84 13.7 B TR 0.84 13.7	59ul Sueet	ED					TR				TR				
NB TR 0.82 13.2 B TR 0.84 13.7 B SB L 0.69 55.4 E L 0.76 67.1 E L 0.76 57.1 E L 0.71 56.1 E C 7.0 0.83 26.9 C TR 0.83 26.9 C TR 0.83 26.9 C 7.0 0.81 S.0 7.0 S.0 S.0		WB	L	0.52	49.6	D	L	0.64				0.64			width to 11 feet (the southbound approach painted
SB L 0.69 55.4 E L 0.76 67.1 E L 0.71 56.1 E Overall Intersection - 0.83 24.0 C - 0.92 31.0 C - 0.92 30.8 C Fourth Avenue and 40th Street EB LTR 0.64 46.0 D LTR 0.65 46.3 D LTR 0.67 48.2 D - Modify signal timing. Shift 1 sec of green time from time from the fourth Avenue NB TR 0.83 15.7 B TR 0.85 16.4 B TR 0.87 45.1 B EB phase to NB/SB phase. [EB green time shifts so of green t															median would be narrowed from three feet to one foot)
TR 0.76 20.4 C TR 0.88 26.9 C TR 0.88 26.9 C Overall Intersection - 0.83 24.0 C - 0.92 31.0 C - 0.92 30.8 C Outh Avenue and 40th Street EB LTR 0.64 46.0 D LTR 0.65 46.3 D LTR 0.67 48.2 D - Modify signal timing. Shift 1 sec of green time from outh Avenue Outh Avenue NB TR 0.83 15.7 B TR 0.85 16.4 B TR 0.84 15.1 B EB phase [EB green time shifts SB L 0.75 45.5 D L 0.75 35.9 D L 0.75 45.0 D from 31 sec to 30 sec, NE/Se green time shifts T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]	ourth Avenue						IR								
Bits LTR 0.64 46.0 D LTR 0.65 46.3 D LTR 0.67 48.2 D - Modify signal timing. Shift 1 sec of green time from Uth Street NB TR 0.83 15.7 B TR 0.85 16.4 B TR 0.84 15.1 B EB phase to NB/SB phase. [EB green time shifts SB L 0.75 46.5 D L 0.79 53.9 D L 0.75 46.0 D from 31 sec to 30 sec; NB/SB green time shifts T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]		30					TR								
Dth Street EB LTR 0.64 46.0 D LTR 0.65 46.3 D LTR 0.67 48.2 D - Modify signal timing. Shift 1 sec of green time from ourth Avenue NB TR 0.83 15.7 B TR 0.85 16.4 B TR 0.87 15.1 B EB phase to NP/SB phase. [EB green time shifts SB L 0.79 46.5 D L 0.79 53.9 D L 0.75 46.0 D from 31 sec to 30 sec; NB/SB green time shifts T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]		Overall Intersection	- 1	0.83	24.0	с	-	0.92	31.0	с	-	0.92	30.8	с	
Ufb Street EB LTR 0.64 46.0 D LTR 0.65 46.3 D LTR 0.67 48.2 D - Modify signal timing. Shift sec of green time from ourth Avenue NB TR 0.83 15.7 B TR 0.64 B TR 0.64 15.1 B EB phase to NB/S phase. [EB green time shifts SB L 0.75 46.5 D L 0.79 53.9 D L 0.75 46.0 D from 31 sec to 30 sec; NB/SB green time shifts T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]															
NB TR 0.83 15.7 B TR 0.85 16.4 B TR 0.84 15.1 B EB phase to NB/SB phase. [EB green time shifts SB L 0.75 46.5 D L 0.79 53.9 D L 0.75 46.0 D from 31 sec to 30 sec; NB/SB green time shifts T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]		FB	I TP	0.64	46.0	D		0.65	46.3	D	I TP	0.67	18.2	D	- Modify signal timing. Shift 1 sec of green time from
SB L 0.75 46.5 D L 0.75 46.0 D from 31 sec to 30 sec; NB/SB green time shifts T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]															
T 0.57 15.5 B T 0.57 15.6 B T 0.57 15.0 B from 72 sec to 73 sec.]															
							т								
Overall Intersection - 0.78 19.0 B - 0.79 19.6 B - 0.79 18.6 B		Overall Intersection	-	0.78	19.0	в		0 79	19.6	в		0 79	18.6	в	

20-10c

	NO ACTION V	S WITH			TACHON		000-10		O LEVELO					
NTERSECTION & APPROACH		Mut		No Action Control	1.05		2027 Wi	th Action Control				W/ Improv Control		Mitigation Measures
TERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	v/c	Delay	LOS	Mvt.	V/C	Delay	LOS	
NSIGNALIZED INTERSECTIONS														
irst Avenue and 39th Street					-			ALIZED)				ALIZED)		
rst Avenue	NB	LR -	-	51.3	F	R	0.05	24.7 8.3	C A	R	0.05	24.7 8.3	C A	 Intersection delays changed as a result of diverted volumes resulting from westbound left turn
9th Street	EB WB	TR LT		0.0 16.2	A C	TR L	0.09 0.58	26.9 25.8	C C	TR L	0.09	26.9 25.8	C C	prohibition at the intersection of Second Avenue and 39th Street
	Overall Intersection			6.6	- A	LT	0.51 0.26	25.1 20.8	с с	LT	0.51 0.26	25.1 20.8	с с	
	Overall intersection			0.0	~		0.20	20.0	Ū		0.20	20.0	Ũ	
rst Avenue and 41st Street rst Avenue	SB	LT		7.4	A	LT	-	7.6	А	LT	-	7.6	A	- Intersection delays changed as a result of diverted
st Street	WB	LR	-	10.0	А	LR	-	11.6	в	LR	-	11.8	в	volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and
	Overall Intersection	-	-	2.1	Α	-	-	3.1	A	-	-	3.0	Α	39th Street
rst Avenue and 42nd Street														
rst Avenue	NB SB	LTR LTR	-	7.7 7.7	A	LTR LTR	-	7.8 8.1	A	LTR LTR	-	7.9 8.1	A	 Install "No Standing Anytime" regulation along the north curb of the EB receiving side for 20 feet to accommodate
nd Street	EB	LTR		13.9	В	LTR	-	22.3	С	LTR	-	23.1	С	truck turns Install "No Standing Anytime" regulation along the south curb
	Overall Intersection	-	-	2.7	A	-	-	3.6	A	-	-	3.5	A	of the EB receiving side for 20 feet to accommodate truck turns. - Restripe the SB approach from one 21-loot wide travel lane to noe 10-foot wide left turn lane and one 11-loot wide through-right lane. [Measures reflect improvements needed as a result of diverted volumes from the westbound left turn prohibitions at the intersection of Second Avenue and 39th Street]
st Avenue and 43rd Street st Avenue	NB	LT	-	7.5	A	LT	-	7.7	A	LT	-	7.8	A	- Intersection delays changed as a result of diverted
d Street	EB WB	LR LTR	-	12.8 12.6	B B	LR LTR	-	15.2 14.1	C B	LR LTR	-	15.9 14.8	C B	volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	-	7.6	Α	-	-	8.4	A	-	-	8.4	Α	
st Avenue and 44th Street														
st Avenue	SB	LT		7.7	А	LT	-	7.9	А	LT	-	7.9	А	- Mitigation not required.
	Overall Intersection	-	-	1.0	Α	-	-	2.2	A	-	-	2.2	Α	
cond Avenue and 29th Street				7.0		1.70		7.0		1.70		7.0		
rond Avenue	NB SB	LTR LTR	-	7.6 9.5	A	LTR LTR	-	7.6 9.5	A	LTR LTR	-	7.6 9.4	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
h Street	EB	LTR		12.2	в	LTR	-	12.2	В	LTR	-	12.1	в	at the intersection of Second Avenue and 39th Street.
cond Avenue and 32nd Street	Overall Intersection	-	-	10.4	в	-	-	10.4	В	-	-	10.3	в	
cond Avenue	NB	LTR	:	7.2	A	LTR	-	7.2	A	LTR	-	7.2	A	- Intersection delays changed as a result of diverted
nd Street	SB EB	LTR LTR	-	8.7 8.6	A	LTR	-	9.1 8.6	A	LTR	-	9.1 8.6	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	WB	LTR	-	16.3 5.1	c	LTR	-	18.5	C A	LTR	-	17.8 4.8	c	
	Overall Intersection	-	-	5.1	Α	-	-	5.5	А	-	-	4.8	Α	
cond Avenue and 33rd Street	SB	LT		8.9	А	LT		9.6	A	LT	_	9.5	А	- Intersection delays changed as a result of diverted
iona Avenue			-			LI	-			LI	-	9.5 0.9		volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	0.5	Α	-	-	0.8	A	-	-	0.9	Α	at the intersection of Second Avenue and 39th Street.
cond Avenue and 34th Street th Street	WB	LR		12.7	в	LR	-	14.8	в	LR		14.4	в	- Intersection delays changed as a result of diverted
	Overall Intersection			2.5	A	-	-	3.6	- A	-		3.6	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
cond Avenue and 35th Street cond Avenue	SB	LT	-	9.2	А	LT	-	9.5	A	LT	-	9.4	А	- Intersection delays changed as a result of diverted
	Overall Intersection	-	-	0.4	A	-	-	0.4	A		-	0.4	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
cond Avenue and 36th Street th Street	WB	LR		14.7	в	LR	-	17.1	с	LR	-	16.5	с	- Intersection delays changed as a result of diverted
	Overall Intersection	-	-	4.1	Α	-	-	4.5	A	-	-	4.5	А	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
cond Avenue and 37th Street cond Avenue	SB	LT	-	10.6	в	LT	-	14.9	в	LT	-	10.2	в	- Intersection delays changed as a result of diverted
	Overall Intersection	-	-	0.6	A	-	-	0.8	A	-	-	0.6	А	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
and American Jack Cr.														
ond Avenue and 40th Street ond Avenue	SB	LT		9.2	А	LT	-	9.4	A	LT	-	10.6	в	- Intersection delays changed as a result of diverted
	Overall Intersection	-	-	0.8	А	-		0.8	Α	-		2.1	А	volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street

			2027	No Action			2027 Wi	ith Action	1	2027 Wit	h Action	w/ Impro	vements	Mitigation Measures
INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay		Mvt.	V/C	Control Delay	LOS	
Second Avenue and 41st Street Second Avenue	NB	LT	-	8.7	А	LT	_	8.8	А					- Unmitigatable
1st Street	EB	LR	-	20.2	ĉ	LR	-	103.2	F					 Eastbound approach carries less than 90 passenger car
	WB	LTR	-	36.4	E	LTR		120.9	F					equivalents, therefore no significant impacts were identified for this approach.
	Overall Intersection	-	-	4.9	Α			24.9	с					
econd Avenue and 44th Street														
econd Avenue	NB	TR	-	26.5	D	TR	-	41.6	E	TR	-	41.6	E	- Unmitigatable
	SB	LT	-	37.7	E	LT	-	59.1	F	LT	-	59.1	F	
4th Street	EB	LTR	-	11.7	В	LTR	-	13.8	в	LTR	-	13.8	в	
	Overall Intersection	-	-	31.0	D		•	46.7	Е	-	-	46.7	E	
hird Avenue and 31st Street														
hird Avenue	SB	LT	-	0.3	А	LT	-	0.3	A	LT	-	0.3	А	- Mitigation not required.
	Overall Intersection	-	-	0.1	Α			0.1	Α	-	-	0.1	Α	
hird Avenue and 38th Street														
3th Street	SB	LT	-	0.3	А	LT	-	0.3	А	LT	-	1.3	А	 Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an
	Overall Intersection	-	-	0.1	A	-	-	0.1	A	-	-	0.2	Α	additional travel lane during this time. - Install "No Standing Anytime" regulations along the north curb

Install 'No Standing Anytime' regulations along the north curb of the EB receiving lane to accommodate truck turns.
 Install 'No Standing Anytime' regulations along the south curb of the EB receiving side for 25 feet to accommodate truck turns.
 Restripe the NB approach from two 12-foot wide travel lanes, one 17-foot wide travel lane, and one 8-foot wide parking lane to three 12-foot wide travel lanes and one 13-foot wide right-turn lane.

ITERSECTION & APPROACH		Mvt.	2027 N	Control Delay		Mvt.	V/C	th Action Control Delay	1.05	<u>2027 Wi</u> Mvt.	V/C	Control Delay	LOS	Mitigation Measures
		WIVE.	V/C	Delay	203	WV.	V/C	Delay	203	WVC.	VIC	Delay	103	
NALIZED INTERSECTIONS														
cond Avenue and 39th Street th Street	EB	LTR	0.80	56.7	Е	LTR	2.05	520.7	F	TR	1.09	98.6	F	- Partially Mitigated
th Street (ramp)	WB 1 WB 2	LTR LT	1.58 1.18	308.2 132.7	F	LTR LT	4.35 1.42	1547.0 231.4	F	TR LT	0.99	56.5 187.4	E	 Prohibit EB left turns and install appropriate signage and pavement markings.
cond Avenue	NB	R LTR	0.33 0.53	26.1 29.6	C C	R LTR	1.20 0.73	162.7 37.2	F D	R TR	1.06 0.67	109.9 38.3	F D	 Prohibit WB left turns 11 AM to 2 PM, 4 PM to 6 PM Monday to Friday, 12 PM to 4 PM Saturday, and install appropriate
	SB	LTR	0.56	31.6	С	LTR	0.81	47.1	D	LTR	0.49	32.2	С	signage and pavement markings. - Install "No Standing Anytime" regulations along the
	Overall Intersection	-	1.07	114.4	F		2.02	608.7	F		1.06	97.0	F	south curb of the EB approach for 250 feet to allow for an additional travel lane. - Instal "No Standing Anytime" regulations along the north curb of the WB receiving side. Reinstal "No Standing Anytime" regulations along the mest curb of the SB approach for 250 feet to allow for an additional travel lane. Restripe the EB approach for 250 feet to allow for an additional travel lane. Restripe the EB approach for 250 feet to allow for and dine and travel lane. Restripe the EB approach for 250 feet to allow for and one 9-foot parking lane to toon 10-foot there and one 9-foot parking lane to toon 10-foot travel lane and one 11-foot travel one the 40 feet to the south. - Shift the WB approach centerline 5 feet to the south. - Restripe the B4-foot parking lane to two 11-foot travel lane and one 13-foot parking lane to two 11-foot travel lane and one 13-foot travel lane. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Midfly signal timing: Shift 3 sec of green time from Mk/SB phase to EB/NB phase. Shift 2 sec green time from the NK/SB phase to the WB 0H-ramp phase. (NKSB green time shifts from 27 sec to 22 sec. EB/NB green time shifts from 27 sec to 22 sec.
ond Avenue and 42nd Street d Street	EB	LTR	0.41	25.6	с	ITR	1.06	91.6	F	LT	0.85	43.4	D	Install "No Standing Anytime" regulations along the
ond Avenue	NB	- TR	- 0.45	- 14.1	- B	TR	- 0.47	- 14.5	- B	R	0.08	17.7	B	south curb of the EB approach for 80 feet to allow for an additional travel lane.
ond Avenue	SB	LT	0.73	20.3	c	LT	0.81	24.3	c	LT	0.80	26.9	c	Restripe the eastbound approach from one 30-foot wide travel lane with parking on both sides to
	Overall Intersection	-	0.61	19.0	В	-	0.91	42.6	D	-	0.82	28.8	с	one 8-loot wide parking lane, one 11-loot wide shared left-through lane and one 11-loot wide right turn lane for 80 feet. • Modify signal timing. Shift 4 sec of green time from NB/SB phase to EB phase. (NB/SB green time shifts from 43 sec to 45 sec; EB green time shifts from 31 sec to 55 sec.]
econd Avenue and 43rd Street srd Street	WB	LTR	0.35	23.9	С	LTR	0.59	29.3	С	LTR	0.59	29.3	с	- Intersection delays changed as a result of diverted
ond Avenue	NB SB	LT TR	0.35 0.65	12.7 17.5	B B	LT TR	0.44 0.69	14.2 18.6	B B	LT TR	0.43 0.58	14.0 16.0	B B	volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	0.53	17.3	в	-	0.65	20.0	с	-	0.58	19.0	в	
ird Avenue and Prospect Avenue spect Avenue	WB	L	0.85	58.1	E	L	0.92	64.8	E					- Unmitigatable
		R	0.54 0.31	47.4 42.5	D	R	0.55 0.31	47.7 42.5	D D					
rd Avenue	NB	L T	0.98 0.45	66.2 12.4	E B	T	1.08 0.48	98.1 13.0	F B					
	SB	T R	0.18 0.63	35.8 46.1	D D	T R	0.23 0.63	36.4 46.1	D D					
	Overall Interception		0.00	50.9	D		0.00	65.2	F					
	Overall Intersection	-	0.02	50.0	5	-	0.00	JJ. 2	-					
ird Avenue and 29th Street		1.75	0.05									40.5		
th Street ird Avenue	EB NB	LTR TR	0.66 0.61	52.6 5.0	D A	LTR TR	0.69 0.70	54.3 5.3	D A	LTR TR	0.61 0.71	49.9 5.4	D A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	SB	LT	0.32	11.1	в	LT	0.37	11.8	в	LT	0.37	11.8	В	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	11.5	в	-	-	11.7	в	-	-	10.9	в	
ind Amongo and 20th Charact														
ird Avenue and 30th Street th Street	EB	R	0.00	0.0	А	R	0.00	0.0	А	R	0.00	0.0	А	- Intersection delays changed as a result of diverted
rd Avenue	WB NB	LTR LT	0.16 0.54	37.8 6.3	D A	LTR LT	0.16 0.62	37.8 6.8	D A	LTR LT	0.16 0.63	37.8 6.9	D A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	SB	TR	0.32	2.9	A	TR	0.37	2.7	A	TR	0.37	2.8	A	
	Overall Intersection	-		5.8	Α	-	-	5.9	Α		-	6.0	A	
rd Avenue and 32nd Street														
nd Street	EB WB	LR LTR	0.12 0.35	33.8 38.4	C D	LR LTR	0.56 0.47	43.9 40.6	D D	LR LTR	0.56 0.47	43.9 40.6	D D	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
rd Avenue	NB	LT	0.57	6.0	A	LT	0.69	15.4	в	LT	0.70	18.6	в	at the intersection of Second Avenue and 39th Street.
	SB	LTR	0.41	7.3	A	LTR	0.46	7.1	A	LTR	0.46	7.1	A	
	Overall Intersection	-	-	8.7	Α	-	-	16.2	в	-	-	17.9	в	
ird Avenue and 33rd Street														
d Street rd Avenue	EB NB	LTR	0.35	41.5	D	LTR	0.52	45.9	D	LTR	0.52	45.9	D	 Intersection delays changed as a result of diverted volumes resulting from the easthound left turn prohibition
	SB	TR LT	0.53 0.32	2.8 5.3	A A	TR LT	0.64 0.42	2.8 7.2	A A	TR LT	0.65 0.42	2.8 7.2	A A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

20-11a

							INDU	TABLE 20	ty eis					
	NO ACTION VS	WITH A	2027 N	/S WITH / lo Action Control		N/ IMPROVE		TRAFFIC ith Action Control				SON - WE w/ Improv Control		IDDAY PEAK HOUR <u>Mitigation Measures</u>
ITERSECTION & APPROACH		Mvt.	V/C		LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
hird Avenue and 34th Street 4th Street	WB	LTR	0.43	41.2	D	LTR	0.45	41.6	D	LTR	0.45	41.6	D	- Intersection delays changed as a result of diverted
hird Avenue	NB SB	LT	0.43 0.49 0.32	3.1 5.3	A	LT	0.45 0.60 0.42	41.6 4.1 5.4	A	LT	0.45 0.61 0.42	3.4 5.4	A	 Intersection deays changed as a result of orened volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection		-	7.0	A	-	-	7.1	A	-	-	6.7	A	
'hird Avenue and 35th Street 5th Street hird Avenue	EB NB	LTR TR	0.36 0.55	42.2 4.6	D A	LTR TR	0.39 0.68	42.8 6.1	D A	LTR TR	0.39 0.69	42.8 4.8	D A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
nitu Avenue	SB	LT	0.30	5.4	Â	LT	0.39	4.7	A	LT	0.39	4.8	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	6.9	Α	-	-	7.3	Α	-	-	6.5	Α	
hird Avenue and 36th Street														
6th Street hird Avenue	WB	LT R LT	0.37 0.42 0.50	42.4 46.0 3.2	D D A	LT R LT	0.48 0.54 0.61	45.4 51.9 3.8	D D A	LT R LT	0.47 0.52 0.62	44.3 50.0 4.2	D D A	 Modify signal timing. Shift 1 sec of green time from NB/SB phase to EB/WB.phase. [NB/SB green time bittle from 97 exect by 96 exect EB/MD exage time
lard Avenue	SB	TR	0.33	4.6	A	TR	0.61	4.3	A	TR	0.62	4.2	A	shifts from 87 sec to 86 sec; EB/WB green time shifts from 38 sec to 39 sec.]
	Overall Intersection	-	-	7.6	Α	-	-	0.6	Α	-	-	8.3	Α	
hird Avenue and 37th Street														
7th Street hird Avenue	EB NB SB	LTR TR LT	0.24 0.52 0.36	36.2 15.5 7.1	D B A	LTR TR LT	0.26 0.64 0.46	36.6 21.7 6.8	D C A	LTR TR LT	0.26 0.65 0.46	36.6 21.6 6.5	D C A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection		-	14.0	в	-	-	16.8	в	-	-	16.7	в	at the intersection of Second Avenue and Sen Street.
					-	-			-	-			-	
hird Avenue and 39th Street 9th Street	EB	LTR	1.21	158.8	F	LTR	2.18	581.0	F	LT	0.85	113.0	F	- Prohibit EB left turns (except for trucks and buses) and
	WB	LTR	- 0.98	- 124.2	F	LTR	1.85	424.9	F	R LT R	0.32 1.13 0.73	37.4 120.6 54.8	D F D	install the appropriate turn prohibition signage and pavement markings. Install "No Standing Aprime" regulations along the
hird Avenue	NB SB	LTR TR	- 0.43 0.28	3.7 12.8	A B	LTR TR	0.46 0.39	4.0 16.9	A B	LTR TR	0.73 0.50 0.42	54.8 10.8 26.9	B C	 Install "No Standing Anytime" regulations along the south curb of the EB approach for the entire block to allow for an additional travel lane.
	Overall Intersection		-	46.7	D	-	-	19.0	в	-	-	44.0	D	 Install "No Standing Anytime" regulations along the south curb of the WB approach for 250 feet to allow for
														an additional travel lane. - Install "No Standing Anytime" regulations along the east
														curb of the NB approach to allow for an additional travel lane.
														 Shift the centerline on the EB approach 5 feet to the south. Restripe the EB approach from one 12-foot travel lane
														and one 18-foot parking lane to one 12-foot through lane and one 13-foot right-turn lane. Restripe the WB receiving si
														from one 12-foot travel lane and one 18-foot parking lane to two 11-foot travel lanes and one 13-foot parking lane.
														 Shift the centerline on the WB approach 7 feet to the south. Restripe the WB approach from one 14-foot
														travel lane to one 10-foot through lane and one 11-foot right-turn lane for 150 feet. Restripe the EB receiving side from
														one 18-foot travel lane with parking to one 11-foot travel lane for 250 feet.
														 Restripe the NB approach from two 12-foot wide travel lanes and one 26-foot wide travel lane with parking to three 12-foot wide travel lanes and one
														14-foot wide travel lane. Restripe the NB receiving side from one 11-foot travel lane, one 12-foot travel lane, and one
														26-foot travel lane with parking to one 11-foot travel lane, two 12-foot travel lanes, and one 15-foot travel lane.
														 Modify signal timing. Shift 7 sec of green time from the NB/SB phase to the EB/WB phase.
														[NB/SB green time shifts from 87 sec to 80 sec; EB/WB green time shifts from 38 sec to 45 sec.]
hird Avenue and 40th Street Oth Street hird Avenue	EB NB	LTR TR	0.31 0.49	39.3 5.0	D	LTR TR	0.43 0.51	42.0 4.7	D	LTR TR	0.66 0.52	44.6 6.0	D A	 Install "No Standing Anytime" regulations along the north curb of the EB approach for 250 feet to provide an additional travel land
and revenue	SB	LT	0.29	6.3	A	LT	0.33	8.7	A	LT	0.35	8.9	A	 Restripted the SB approach from two 12 foot travel lanes and one 25 foot travel lane with parking to three 12 foot travel lanes and
	Overall Intersection	-	-	7.5	A	-	-	8.9	A	-	-	14.4	в	one 13 foot parking lane which would be a travel lane during the weekday PM peak hour.
														 Restripe the EB approach from one 30-foot travel lane with parking on both sides to two 10-foot travel lanes and one
														10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet.
														 Modify signal timing. Shift 2 sec of green time from the NB/SB phase to the EB/WB phase.
														[NB/SB green time shifts from 85 sec to 83 sec; EB/WB green time shifts from 40 sec to 42 sec.]
hird Avenue and 41st Street														[Measures reflect improvements needed for the weekday PM peak hour]
Ist Street	WB	LTR -	0.55	48.5	D -	LTR	0.91 -	77.6 -	E -	LT R	0.63 0.20	50.9 38.8	D D	 Install "No Standing 11 AM to 6 PM Mon - Fri and 12 PM to 4 PM Sat" regulations along the
hird Avenue	NB SB	LT TR	0.41 0.29	5.4 4.2	A A	LT TR	0.46 0.34	5.3 6.6	A A	LT TR	0.46 0.35	5.2 5.6	A A	north curb of the WB approach for 100 feet from the intersection to allow for an additional travel lane at
	Overall Intersection			8.7	А	-	-	14.7	в	-		15.2	в	the approach during these times. - Restripe the SB approach from two 12 foot travel lanes and one
														25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane during
														the weekday PM peak hour. - Restripe the WB approach from one 13-foot wide
														parking lane and one 17-foot wide travel lane with parking to one 9-foot wide parking lane, one 11-foot wide travel lane, one one of the travel lane
														wide travel lane, and one 10-foot wide parking lane which would be a travel lane during the weekday midday, PM, and Saturday peak periods for 100 feet.
hird Avenue and 42nd Street 2nd Street	EB	LTR	0.59	49.1	D	LTR	1.26	178.2	F	LT	0.71	53.9	D	- Install "No Standing 10 AM to 7 PM Mon - Fri and
hird Avenue	NB	- TR	- 0.44	- 7.0	Ā	- TR	- 0.49	- 7.0	Ā	R TR	0.58 0.49	48.8 6.8	D A	12 PM to 4 PM Sat" regulations along the south curb of the EB approach for 100 feet from
	SB	LT	0.28	3.1	A	LT	0.33	2.8	A	LT	0.35	3.2	A	the intersection to allow for an additional travel lane at the approach during these times.
	Overall Intersection	-	-	9.8	Α	-	-	35.1	D	-	-	13.2	в	 Modify signal timing. Shift 1 sec of green time from NB/SB phase to EB phase. [NB/SB green time
														shifts from 87 sec to 86 sec; EB green time shifts from 38 sec to 39 sec.]
hird Avenue and 43rd Street and Street	WB	LTR	0.40	43.1	D		0.66	<u>52.4</u>	D	LTR	0.61	47.7	D	Modify signal timing. Shift 3 sec of green time from NR/CP phase to WP phase. [NR/CP green time.]
hird Avenue	NB SB	LT TR	0.40 0.30	7.0 5.8	A A	LT TR	0.45 0.38	6.6 9.7	A A	LT TR	0.47 0.40	7.9 11.2	A B	NB/SB phase to WB phase. [NB/SB green time shifts from 87 sec to 84 sec; WB green time shifts from 28 sec to 41 sec.]
	Overall Intersection	- 1	-	9.0	A	-	-	12.2	в	-	-	13.0	в	from 38 sec to 41 sec.]

20-11b

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

	NO ACTION VS	NITH A	CTION	S WITH A	ACTION W	// IMPROVEN		ISTRY CI		SERVICE C	OMPARI	SON - WEE		DDAY PEAK HOUR
				lo Action				th Action				w/ Improv		Mitigation Measures
INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	M∨t.	V/C	Control Delay	LOS	
Third Avenue and 44th Street 44th Street	EB	LTR	0.48	44.9	D	LTR	0.87	68.2	E	LT	0.62	49.6	D	to the Bills One of the Annalysis and a face of the
44th Street	ED	-	0.48	44.9	-	-	- 0.87	- 68.2	-	R	0.62	49.6 41.0	D	 Install "No Standing Anytime" regulations along the north curb of the EB approach for 125 feet from the
Third Avenue	NB	TR	0.38	11.8	в	TR	0.43	12.4	В	TR	0.43	12.4	в	intersection.
	SB	LT	0.32	4.4	А	LT	0.40	4.5	A	LT	0.42	4.7	A	 Install "No Standing Anytime" regulations along the south curb of the EB approach for 100 feet from the
	Overall Intersection	-	-	11.6	в	-	-	16.0	в	-	-	13.4	в	intersection.
														 Restripe the EB approach from one 8-foot parking lane, one 14-foot shared bike and travel lane, and one 8-foot parking lane to one 10-foot right turn lane, one 12-foot shared left-through lane, and one 5-foot bike lane with a 3-foot buffer for 100 feet from the intersection.
Fourth Avenue and 34th Street					_				_					
4th Street hird Avenue	WB NB	LTR	0.40 0.45	39.9 18.2	D B	LTR	0.40 0.52	39.9 21.3	DC					 Mitigation not required.
		т	0.74	20.0	c	т	0.79	21.9	č					
	SB	TR	0.46	14.1	В	TR	0.50	14.6	В					
	Overall Intersection	-	0.63	19.2	в	-	0.68	20.4	с					
ourth Avenue and 36th Street														
86th Street	WB	LTR	0.70	48.0	D	LTR	0.82	56.5	E	LTR	0.77	50.5	D	- Modify signal timing. Shift 2 sec of green time from
ourth Avenue	NB SB	T TR	0.83 0.57	24.3 18.1	C B	T	0.89 0.62	27.5 19.1	C B	T TR	0.92 0.64	30.8 20.7	C C	NB/SB phase to WB phase. [NB/SB green time shifts from 68 sec to 66 sec; WB green time shifts
	50	1 K	0.57	10.1	D	IK	0.62	19.1	D	IR	0.64	20.7	C	from 35 sec to 37 sec.]
	Overall Intersection	-	0.78	24.6	с	-	0.86	27.9	С	-	0.86	29.6	с	
Fourth Avenue and 37th Street														
7th Street	EB	LTR	0.50	43.1	D	LTR	0.70	51.1	D	LT	0.48	42.3	D	- Install "No Standing 7 AM to 7 PM Except Sunday" regulation
ourth Avenue	NB	TR	- 0.78	20.1	c	TR	- 0.83	22.3	c	R TR	0.28 0.83	38.7 22.3	D C	along the south curb of the EB approach for 100 feet from the intersection to allow for an additional travel lane during
	SB	L	0.54	26.9	С	L	0.69	43.2	D	L	0.69	43.2	D	these times.
	0	т	0.45	13.3	В	т.	0.49	13.9 22.8	в	Т	0.49	13.9 21.8	в С	
	Overall Intersection	-	0.70	19.7	В	-	0.80	22.0	с	-	0.73	21.0	C	
Fourth Avenue and 38th Street 38th Street	EB	L	0.68	43.2	D	L	0.72	44.9	D					- Unmitigatable
Soursueer	ED	LT	0.66	43.2	D	LT	0.72	44.9	D					- Unmitigatable
Fourth Avenue	NB	R TR	0.54 0.63	38.6 23.1	D C	R TR	0.99 0.69	79.5 24.5	E					
Fourth Avenue	SB	T	0.63	23.1 20.9	c	T	0.69	24.5 22.1	с с					
	Overall Intersection		0.62	28.8	c	-	0.78	36.5	D					
Fourth Avenue and 39th Street 39th Street	EB		0.28	38.1	D		0.97	132.7	F		0.94	125.2	F	- Unmitigatable
Juiouee		TR	0.69	47.5	D	TR	0.93	70.9	E	TR	0.93	70.9	E	- Restripe the southbound left turn lane from 9 feet in
	WB	L	0.31	39.2	D	L	0.54	57.2	E	L	0.54	57.2	E	width to 11 feet (the southbound approach painted
Fourth Avenue	NB	TR TR	0.84 0.52	62.9 15.9	E B	TR TR	1.20 0.56	157.5 16.6	B	TR TR	1.20 0.56	157.5 16.6	F B	median would be narrowed from three feet to one foot)
	SB	L	0.29	17.0	в	L	0.37	20.0	В	L	0.34	18.6	В	
		TR	0.67	19.0	В	TR	1.01	51.2	D	TR	1.01	51.2	D	
	Overall Intersection	-	0.72	25.9	с	-	1.07	57.5	Е	-	1.07	57.2	Е	
ourth Avenue and 40th Street														
40th Street	EB	LTR	0.24	28.5	с	LTR	0.25	28.8	с					- Mitigation not required.
				22.7	С	TR	0.64	23.5	С					
Fourth Avenue	NB	TR	0.60						С					
Fourth Avenue	SB	L	0.80 0.47 0.53	26.0 20.9	c c	L	0.51 0.56	28.7 21.5	C C					

20-11c

		літы л	CTION	VS WITH A			INDU	TABLE 20 JSTRY CI IRAFFIC I	TY EIS			SON - WF		IDDAY PEAK HOUR
	NO ACTION VS V			No Action Control				th Action Control				w/ Improv Control		Mitigation Measures
NTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
JNSIGNALIZED INTERSECTIONS														
irst Avenue and 39th Street								ALIZED)				LIZED)		
irst Avenue	NB	LR 	-	15.1	C -	L R	0.07 0.84	30.5 30.2	C C	L R	0.07 0.84	30.5 30.2	C C	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn
9th Street	EB WB	TR LT		0.0 10.3	A B	TR L	0.27 0.90	24.4 31.9	C C	TR L	0.27 0.95	24.4 35.0	C D	prohibition at the intersection of Second Avenue and 39th Street
	Overall Intersection			- 6.5	- A	LT	0.84 0.63	30.1 30.3	с с	LT	1.02 0.63	47.3 36.6	D	
	Overall intersection			0.0	~		0.05	50.5	U		0.00	50.0	U	
irst Avenue and 41st Street irst Avenue	SB	LT	-	7.4	A	LT	-	8.0	A	LT	-	8.0	A	- Intersection delays changed as a result of diverted
1st Street	WB	LR	•	10.0	A	LR	-	15.3	С	LR	-	15.7	С	volumes resulting from the westbound left turn prohibition at the intersection of Second Avenue and
	Overall Intersection	-	•	1.6	A	-	-	3.8	Α	-	-	3.8	Α	39th Street
irst Avenue and 42nd Street irst Avenue	NB	I TR		7.6	А	LTR		8.0	А	LTR		8.1	А	- Eastbound approach carries less than 90 passenger car
	SB	LTR	-	8.2	А	LTR	-	10.0	А	LTR	-	10.0	в	equivalents, therefeore no significant impacts were
2nd Street	EB			12.5	в	LTR	-	41.5	E	LTR	-	41.5	E	identified for this approach Install "No Standing Anytime" regulation along the north
int Avanue and 12rd Chart	Overall Intersection		-	2.4	A	-	-	4.7	A	-	-	4.5	Α	curb of the EB receiving side for 20 feet to accommodate truck turns. - Install "No Standing Anytime" regulation along the south curb of the EB receiving side for 20 feet to accommodate truck turns. - Restripe the SB approach from one 21-4oot wide travel lane to one 10-foot wide left-turn lane and one 11-foot wide through-right lane. [Measures reflect improvements needed as a result of diverted volumes from the westbound left turn prohibitions at the intersection of Second Avenue and 39th Street]
irst Avenue and 43rd Street	NB	LT	-	7.5	А	LT	-	7.9	A	LT	-	8.0	А	- Intersection delays changed as a result of diverted
rd Street	EB WB	LR LTR	2	12.7 12.6	B B	LR LTR	-	21.8 16.9	с с	LR LTR	-	23.6 17.9	с с	volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	-	7.2	A		-	9.5	Α			9.5	Α	
rst Avenue and 44th Street														
irst Avenue	SB	LT		8.0	A	LT	-	8.4	А	LT	-	8.4	А	 Intersection delays changed as a result of diverted volumes resulting from westbound left turn prohibition
	Overall Intersection	-		1.5	Α	-	-	3.6	Α	-		3.6	Α	 Intersection delays charged as a result of diverted volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
econd Avenue and 29th Street														
cond Avenue	NB SB	LTR LTR	1	8.0 7.7	A A	LTR LTR	-	8.0 7.7	A A	LTR LTR	2	8.0 7.7	A A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
9th Street	EB	LTR	-	11.6	В	LTR	-	11.6	В	LTR	-	11.4	В	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	•	9.8	Α	-	-	9.8	Α	-	•	9.6	Α	
cond Avenue and 32nd Street	NB	LTR		7.3	А	LTR		7.3	А	LTR		7.3	А	
	SB	LTR	-	7.7	А	LTR	-	7.8	А	LTR	-	7.7	А	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
nd Street	EB WB	LTR LTR	2	8.4 11.5	A B	LTR LTR	-	8.4 11.9	A B	LTR LTR	-	8.4 11.4	A B	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-		6.5	A	-		6.8	Α	-	-	7.1	A	
econd Avenue and 33rd Street														
econd Avenue	SB	LT	-	8.0	А	LT	-	8.4	А	LT	-	8.2	А	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	•	0.7	Α	-	-	1.3	Α	-	-	1.3	Α	at the intersection of Second Avenue and 39th Street.
econd Avenue and 34th Street														
4th Street	WB	LR	-	11.6	В	LR	-	12.6	В	LR	-	12.1	В	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	3.5	Α	-	-	3.8	Α	-		3.9	Α	at the intersection of Second Avenue and 39th Street.
econd Avenue and 35th Street		. –								. –				
econd Avenue	SB	LT	-	8.2	A	LT	-	8.4	A	LT	-	8.3	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	0.8	Α	-	-	0.8	Α		-	0.8	A	at the intersection of Second Avenue and 39th Street.
econd Avenue and 36th Street 6th Street	WB	LR		11.4	в	LR		13.2	в	LR		12.7	в	- Intersection delays changed as a result of diverted
ouroutti	Overall Intersection			2.9	A	LIN	-	3.7	A	LN		3.8	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overan intersection	-	-	2.9	~	-	-	3.1	~	-	-	3.0	~	at the intersection of Second Avenue and Sath Sheet.
econd Avenue and 37th Street	SB	LT		10.3	в	LT	-	111.6	F	LT	-	102.7	F	- Unmitigatable
	Overall Intersection			1.2	A		-	12.4	в			12.0	в	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
		-	-			-	-		-	-		.2.0	2	at the intersection of Second Avenue and 39th Street.
cond Avenue and 40th Street	SB	LT		8.4	A	LT		8.7	А	LT		10.8	в	- Intersection delays changed as a result of diverted
			-				-			-				volumes resulting from the westbound left turn
	Overall Intersection	-	-	0.6	A	-	-	0.6	Α	-	-	3.4	Α	prohibition at the intersection of Second Avenue and 39th Street

	NO ACTION VS V	VITH A	CTION	VS WITH	ACTION W	// IMPROVEI	INDU	TABLE 20 JSTRY CI TRAFFIC	TY EIS	SERVICE C	OMPARI	SON - WE	EKDAY N	IIDDAY PEAK HOUR
			2027	No Action	1		2027 W	ith Action	1	2027 Wit	h Action	w/ Improv	ements/	Mitigation Measures
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Second Avenue and 41st Street														
Second Avenue	NB	LT	-	8.4	A	LT	-	8.6	A	LT	-	8.3	A	- Unmitigatable
1st Street	EB	LR	-	18.6	С	LR	-	707.9	F	LR	-	237.9	F	 Eastbound approach carries less than 90 passenger car
	WB	LTR	-	18.0	С	LTR	-	133.3	F	LTR	-	85.7	F	equivalents, therefore no significant impacts were
	Overall Intersection								F				_	identified for this approach.
	Overall Intersection	-	-	2.7	Α	-	-	83.7	F	-	-	42.0	E	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn
														prohibition at the intersection of Second Avenue and
econd Avenue and 44th Street														39th Street
		TO		40.0		TO		40.4	0	TD		40.0	~	between all and delayer all and and an an and the full state of
iecond Avenue	NB	TR LT	-	12.2	В	TR LT	-	18.1 27.0	С	TR	-	16.8	C C	 Intersection delays changed as a result of diverted
4th Street	SB EB		-	15.9	С		-		D	LT	-	18.3		volumes resulting from northbound left turn and
4th Street	EB	LTR	-	10.7	в	LTR	-	16.3	С	LTR	-	15.3	С	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection			13.9	в			21.6	с			47.0	с	Second Avenue and 39th Street
	Overall Intersection	-	-	13.9	в	-	-	21.6	C	-	-	17.0	C	
Third Avenue and 31st Street														
Third Avenue	SB	LT		0.3	А	LT	-	0.3	А	LT		0.3	А	 Mitigation not required.
	Overall Intersection	-	-	0.1	Α	-	-	0.1	Α	-	-	0.1	Α	
Third Avenue and 38th Street														
8th Street	SB	LT	-	0.3	A	LT	-	3.3	A	LT	-	3.3	A	 Install "No Standing Anytime" regulations
														along the east curb of the NB approach to allow for an
	Overall Intersection	-	-	0.1	Α	-	-	1.4	Α	-	-	0.8	Α	additional travel lane during this time.
														- Install "No Standing Anytime" regulations along the north curb
														of the EB receiving lane to accommodate truck turns.

of the EB receiving lane to accommodate truck turns. I nstall 'NO Standing Arytime' regulations along the south curb of the EB receiving side for 25 feet to accommodate truck turns. Restripe the NB approach from two 12-loot wide travel lanes, one 17-foot wide travel lane, and one 8-foot wide parking lane to three 12-foot wide travel lanes and one 13-foot wide right-turn lane.

20-11e

				Lo Action Control				Control				Control		
RSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
NALIZED INTERSECTIONS														
cond Avenue and 39th Street														
th Street	EB WB 1	LTR LTR	1.23 1.63	171.7 326.0	F F	LTR LTR	2.92 4.31	910.2 1531.0	F	TR TR	1.37 0.99	213.1 50.9	F D	 Partially Mitigated Prohibit EB left turns and install appropriate signage
h Street (ramp)	WB 2	LT R	0.75 0.20	38.4 24.4	D C	LT R	0.95	59.8 60.6	E	LT R	0.95	59.8 60.6	E	and pavement markings. - Prohibit WB left turns 11 AM to 2 PM, 4 PM to 6 PM Monday
ond Avenue	NB SB	LTR LTR	0.52 0.59	29.4 32.3	C C	LTR LTR	0.69 0.85	35.3 50.8	D	TR LTR	0.65 0.48	36.2 30.9	D C	to Friday, 12 PM to 4 PM Saturday, and install appropriate signage and pavement markings.
														 Install "No Standing Anytime" regulations along the south curb of the EB approach for 250 feet to allow for
	Overall Intersection		0.97	117.4	F		1.86	702.7	F		0.98	87.7	F	an additional travel lane. - Install No Standing Anytime' regulations along the north curb of the WB receiving side. - Reinstall No Standing Anytime' regulations along the west curb of the SB approach for 250 feet to allow for an additional travel lane. - Restripe the EB approach from one 12-foot travel lane and one 9-foot parking lane to one 10-foot left-through lane and one 11-foot through-right lane. Restripe the WB receiving side from to 12-foot travel lane and one 9-foot parking lane to one 10-foot travel ane and one 11-foot travel lane. - Shirtt he WB approach centerline 5 feet to the south.
														 Restripe the WB approach from one 12-foot travel lane and one 18-foot parking lane to two 11-foot travel lanes and one 13-foot parking lane. Restripe the EB receiving side from one 12-foot travel lane and one 13-foot parking lane to one 12-foot travel lane and one 13-foot travel lane. Shift the SB approach centerline 5 feet to the east. Restripe the SB approach from one 16-foot travel lane to two 11-foot travel lanes. Restripe the northbound receiving side from one 21-foot wide lane to not 16-foot travel travel lane. Modify signal timing: Shift 4 sec of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 21 sec to 25 sec.]
ond Avenue and 42nd Street d Street	EB	LTR	0.42	25.1	С	LTR	1.05	82.6	F	LT R	0.88 0.10	44.9 19.1	D B	 Install "No Standing Anytime" regulations along the south curb of the EB approach for 80 feet to allow for an
nd Avenue	NB SB	TR LT	- 0.42 0.57	13.6 16.0	BB	TR LT	- 0.44 0.66	- 13.9 18.3	BB	TR LT	0.46	15.3 17.7	BB	additional travel lane. Restripe the eastbound approach from one 30-foot
	Overall Intersection		0.57	16.0	B	-	0.86	41.3	D		0.58	26.8	c	wide travel lane with parking on both sides to one 8-foot wide parking lane, one 11-foot wide shared
	Gverali intersection		0.51	11.0	5	-	0.01	41.5	b	-	0.70	20.0	Ū	Infection was planting and, one in house the advanced left-through lane and one if 1-hou was dight turn lane for 80 feet. Modify signal timing. Shift 2 sec of green time from NB/SB phase to EB phase. (NB/SB green time shifts from 49 sec to 47 sec; EB green time shifts from 31 sec to 33 sec.)
ond Avenue and 43rd Street	WB	LTR		24.9	С	LTR	0.72	33.9	С	LTR	0.72	33.9	С	- Intersection delays changed as a result of diverted
nd Avenue	NB SB	LT TR	0.39 0.53	13.3 15.2	B B	LT TR	0.50 0.57	15.1 16.0	B B	LT TR	0.49 0.47	15.0 14.3	B B	volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of
	Overall Intersection	ı -	0.49	16.5	в		0.63	20.6	с	-	0.58	20.3	с	Second Avenue and 39th Street
d Avenue and Prospect Avenue														
pect Avenue	WB	L T	1.10 0.62	117.7 55.9	F	L	1.16 0.63	140.6 56.4	F					- Unmitigatable
d Avenue	NB	R L	0.19 0.93	45.0 53.3	D D	R	0.19	45.0 89.6	D					
	SB	T T	0.67 0.13	13.5 32.9	B C	T T	0.71 0.18	14.6 33.5	B C					
		R	0.66	44.7	D	R	0.66	44.7	D					
	Overall Intersection	ı -	0.88	55.4	E	-	0.95	74.4	E					
d Avenue and 29th Street Street	EB	LTR	0.59	19 7	D	LTR	0.65	51.4	D	LTR	0 55	47.0	D	- Install "No Standing 4 PM to 6 PM Mon - Fri"
Street d Avenue	EB NB SB	TR LT	0.59 0.61 0.75	48.7 6.0 32.3	A C		0.65	51.4 7.8 57.9	A	TR LT	0.55 0.74 0.62	47.0 8.0 15.5	A B	 Install "No Standing 4 PM to 6 PM Mon - Fri" regulations along the west curb of the SB approach to allow for an additional travel lane at the approach
	Overall Intersection		0.75	32.3 22.3	c	<u></u>	<u>0.80</u>	35.5	D	-	0.02	15.5 13.6	B	during these times.
	Coretani intersection		-	_2.0	5	-	-	55.5	2	•	-	0	5	
rd Avenue and 30th Street Street	EB	R	0.00	0.0	А	R	0.00	0.0	A	R	0.00	0.0	А	[Southbound approach will operate as four moving
d Avenue	WB NB	LTR LT	0.18 0.60	38.2 9.7	D A	LTR LT	0.18 0.71	38.2 13.7	DB	LTR LT	0.18	38.2 14.1	D B	Ianes similar to the upstream intersections] Intersection delays changed as a result of diverted
	SB	TR	0.74	2.6	A	TR	0.79	2.9	A	TR	0.64	2.2	Ā	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	ı -	-	6.3	Α	-	•	8.4	Α	-	-	8.2	A	
d Avenue and 32nd Street														
1 Street	EB WB	LR LTR	0.17 0.33	38.3 42.0	D	LR LTR	1.09 0.47	117.0 44.8	F D	LR LTR	1.09 0.47	117.0 44.8	F D	- Unmitigatable Intersection delays changed as a result of diverted
d Avenue	NB SB	LT LTR	0.59 0.75	5.1 2.9	A A	LT LTR	0.73 0.79	24.0 3.8	C A	LT LTR	0.74 0.79	30.8 6.9	C A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	ı -		5.4	Α	-		23.3	с	-	-	27.6	с	
d Amount of an all of the														
d Avenue and 33rd Street Street	EB	LTR	0.37	38.6	D	LTR	0.70	52.6	D	LTR	0.70	<u>52.6</u>	D	- Unmitigatable
1 Avenue	NB SB	TR LT	0.61 0.70	5.4 3.0	A A	TR LT	0.73 0.81	7.6 28.1	A C	TR LT	0.75 0.81	8.0 28.5	A C	Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection			5.6	Α	-	_	20.7	с		-	21.0	с	at the intersection of Second Avenue and 39th Street.

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

20-12a

	NO ACTION V	S WITH	H ACTIO	N VS WIT	H ACTION	W/ IMPROV	INDU	ABLE 20 STRY CII STRAFFI	Y EIS	OF SERVICE	COMPA	RISON - W	EEKDAY	PM PEAK HOUR
			<u>2027 N</u>	lo Action Control	l		<u>2027 Wi</u>	th Action Control		2027 Wit	h Action	w/ Improv Control	ements	Mitigation Measures
NTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Fhird Avenue and 34th Street 34th Street Fhird Avenue	WB NB	LTR LT	0.56 0.55	47.3 4.3	D A	LTR LT	0.58 0.67	48.0 6.4	D A	LTR LT	0.58 0.68	48.0 9.7	D A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
nira Avenue	SB	TR	0.55	2.5	A	TR	0.87	4.0	A	TR	0.88	9.7 4.1	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	ı -	-	6.0	A	-	-	7.4	Α	-	-	8.8	A	
Third Avenue and 35th Street 5th Street	EB	LTR	0.29	35.5	D	LTR	0.34	41.8	D	LTR	0.34	41.8	D	- Intersection delays changed as a result of diverted
hird Avenue	NB SB	TR LT	0.58 0.69	4.9 6.0	A A	TR	0.71 0.81	4.9 43.3	A D	TR	0.73 0.81	8.5 43.3	A D	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	ı -		6.4	A	-		26.3	с	-	-	27.7	с	
Third Avenue and 36th Street														
36th Street	WB	LT R	0.48 0.33	45.2 42.6	D D	LT R	0.58 0.43	48.8 46.5	D D	LT R	0.58 0.43	48.8 47.3	D D	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
'hird Avenue	NB SB	LT TR	0.58 0.70	5.5 2.9	A A	LT TR	0.70 0.82	6.7 4.2	A A	LT TR	0.71 0.82	7.0 4.2	A A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	ı -	-	6.8	A	-	-	0.6	Α	-	-	8.4	A	
hird Avenue and 37th Street														
7th Street hird Avenue	EB NB SB	LTR TR LT	0.37 0.59 0.75	38.3 9.3 9.9	D A A	LTR TR LT	0.38 0.73 0.88	38.6 11.5 55.9	D B E	LTR TR LT	0.38 0.75 0.88	38.6 9.2 55.9	D A E	 Unmitigatable Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection		-	9.9 11.9	в	<u> </u>	-	36.3	D	-	-	35.1	D	at the intersection of Second Avenue and 39th Street.
'hird Avenue and 39th Street 9th Street	EB	LTR	1.23	165.9	F	LTR	2.28	621.7	F	LT R	0.80 0.25	50.7 30.3	D C	 Prohibit EB left turns (except for trucks and buses) and install the appropriate turn prohibition signage
	WB	LTR	0.75	56.9	E	LTR	1.60	321.2	F	TR	0.89	59.0 38.8	E	and pavement markings. - Install "No Standing Anytime" regulations along the
hird Avenue	NB SB	LTR TR	0.48 0.67	6.3 4.1	A A	LTR TR	0.51 0.81	6.8 5.2	A A	LTR TR	0.60 0.95	15.7 28.4	B C	south curb of the EB approach for the entire block to allow for an additional travel lane.
	Overall Intersection	ı -	-	26.8	с	-	-	19.0	в	-	-	29.1	с	 Install "No Standing Anytime" regulations along the south curb of the WB approach for 250 feet to allow for
														 an additional travel lane. Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an additional
														 Shift the centerline on the EB approach 5 feet to the south.
														Restripe the EB approach from one 12-foot travel lane and one 18-foot parking lane to one 12-foot through
														lane and one 13-foot right-turn lane. Restripe the WB receiving sid from one 12-foot travel lane and one 18-foot parking lane
														to two 11-foot travel lanes and one 13-foot parking lane. - Shift the centerline on the WB approach 7 feet to
														the south. Restripe the WB approach from one 14-foot travel lane to one 10-foot through lane and one 11-foot right-turn lane for 150 feet. Restripe the EB receiving side from
														one 18-foot travel lane with parking to one 11-foot travel lane for 250 feet.
														Restripe the NB approach from two 12-foot wide travel lanes and one 26-foot wide travel lane with parking
														to three 12-foot wide travel lanes and one 14-foot wide travel lane. Restripe the NB receiving side
														from one 11-foot travel lane, one 12-foot travel lane, and one 26-foot travel lane with parking to one 11-foot travel lane,
														two 12-foot travel lanes, and one 15-foot travel lane. - Modify signal timing. Shift 12 sec of green time
														from the NB/SB phase to the EB/WB phase. [NB/SB green time shifts from 85 sec to 73 sec;
Third Avenue and 40th Street 40th Street	EB	LTR	0.37	39.0	D	LTR	0.49	45.1	D	LT	0.61	44.0	D	EB/WB green time shifts from 40 sec to 52 sec.] - Install "No Standing Anytime" regulations along the north curb
Third Avenue	NB	- TR	0.46	4.6	Ā	TR	- 0.48	- 4.5	Ā	R TR	0.19 0.49	37.3 5.6	D A	of the EB approach for 250 feet to provide an additional travel lane - Install " No Standing 4 PM to 7 PM Mon-Fri" regulations
	SB	LT	0.72	8.4	A	LT	0.78	43.9	D	LT	0.64	6.5	А	along the south curb of the EB approach to allow for an additional travel lane.
	Overall Intersection	ı -	-	8.3	A	-	-	30.0	С	-	-	11.5	в	 Install "No Standing 4 PM to 7 PM Mon-Fri" regulations along the west curb of the SB approach to allow
														for an additional travel lane during this time. - Restripe the SB approach from two 12 foot travel lanes and one
														25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a travel lane during the world to Parking lane which would be a travel lane during
														 the weekday PM peak hour. Restripe the EB approach from one 30-foot travel lane with parking on both sides to two 10-foot travel lanes and one
														10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet.
														 Modify signal timing. Shift 2 sec of green time from the NB/SB phase to the EB/WB phase.
														[NB/SB green time shifts from 87 sec to 85 sec; EB/WB green time shifts from 38 sec to 40 sec;]
Fhird Avenue and 41st Street H1st Street	WB	LTR	0.59	49.3	D	LTR	0.87	70.2	E	LT	0.61	49.1	D	 Install "No Standing 11 AM to 6 PM Mon - Fri and 12 PM to 4 PM Sat" regulations along the
Third Avenue	NB SB	LT TR	- 0.44 0.71	- 5.0 2.0	A	T TR	- 0.48 0.79	- 5.1 2.9	A A	R LT T	0.20 0.48 0.76	38.6 4.5 3.7	D A A	12 PM to 4 PM Sat [*] regulations along the north curb of the WB approach for 100 feet from the intersection to allow for an additional travel lane at
	50	-	-	-	-	-	-	-	-	R	0.08	1.4	A	the approach during these times. - Install "No Standing 4 PM to 7 PM Mon-Fri" regulations
	Overall Intersection	ı -	-	5.9	Α	-	•	9.0	Α	-	-	8.7	Α	along the west curb of the SB approach to allow for an additional travel lane during this time.
														 Install "No Standing 4 PM to 7 PM Mon-Fri" regulations along the north curb of the WB receiving lane for 35 feet to
														accommodate truck turns. - Restripe the SB approach from two 12 foot travel lanes and one 25 foot travel lanes units exclude to the 12 foot travel lanes and
														25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour.
														 Restripe the WB approach from one 13-foot wide parking lane and one 17-foot wide travel lane with
														parking to one 9-foot wide parking lane, one 11-foot wide travel lane, and one 10-foot wide parking lane
														which would be a travel lane during the weekday midday, PM, and Saturday peak periods for 100 feet.
Third Avenue and 42nd Street 2nd Street	EB	LTR	0.56	45.4	D	LTR	1.32	198.4	F	LT	0.69	50.2	D	- Install "No Standing 10 AM to 7 PM Mon - Fri and
	NB	- TR LT	- 0.45 0.71	- 5.1 3.3	A	- TR LT	- 0.49 0.79	- 5.0 50.0	- A D	R TR LT	0.56 0.51 0.83	45.7 4.8 38.9	D A D	12 PM to 4 PM Sat" regulations along the south curb of the EB approach for 100 feet from the intersection to allow for an additional travel lane at
Third Avenue				3.3	A		0.79	30.0	0	1.1		30.9	υ	
Third Avenue	SB Overall Intersection		0.11	6.7	A			54.2	D			29.1	с	the approach during these times. - Modify signal timing. Shift 3 sec of green time from

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

NTERSECTION & APPROACH			2027 N	lo Action			2027 Wi	th Action	<u>.</u>	2027 Wi	h Action	w/ Improv	ements	Mitigation Measures
TERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
ird Avenue and 43rd Street														
rd Street	WB	LTR	0.52	46.4	D	LTR	0.79	61.3	E	LTR	0.70	50.5	D	- Modify signal timing. Shift 5 sec of green time from
ird Avenue	NB SB	LT TR	0.43 0.75	6.8 4.4	A A	LT TR	0.48 0.86	6.6 9.4	A A	LT TR	0.50 0.93	8.1 12.3	A B	NB/SB phase to WB phase. [NB/SB green time shifts from 86 sec to 81 sec; WB green time shifts
	Overall Intersection	-	-	7.3	Α		-	11.9	в	-	-	13.4	в	from 39 sec to 44 sec.]
nird Avenue and 44th Street th Street	EB	LTR	0.77	57.5	Е	LTR	1.20	151.3	F	LT	0.81	57.7	E	- Partially Mitigated
hird Avenue	NB SB	TR	0.42	12.2	в	TR	0.47	12.8	B	R TR	0.33	39.6 14.5	D B	 Install "No Standing Anytime" regulations along the north curb of the EB approach for 125 feet from the
	5B Overall Intersection	LT	0.71	6.7 13.0	A B	LT	0.82	48.7 49.4	D	LT	0.86	48.5 38.6	D	 Install "No Standing Anytime" regulations along the south curb of the EB approach for 100 feet from the
	Overall Intersection	-	-	13.0	в	-	-	49.4	U	-	-	38.0	U	Soum curb of the EB approach for 100 feet from the intersection. Restripe the EB approach from one 8-foot parking lane, one 14-foot shared blke and travel lane, and one 8-foot parking lane to one 10-foot right turm lane, one 12-foot shared left-through lane, and one 5-foot blke lane with a 3-foot builfer for 100 feet from the intersection. - Modify signal liming. Shift 3 sec of green time from NB/SB phase to EB phase. [NB/SB green time shifts from 87 sec to 84 sec; EB green time shifts from 38 sec to 41 sec.]
urth Avenue and 34th Street th Street	WB	LTR	0.48	42.0	D	LTR	0.48	42.0	D	LT	0.38	42.8	D	Install "No Standing 4 PM to 7 PM Mon - Fri" regulations
h Street	WB	-	0.48	42.0	-	-	0.48	42.0	-	R	0.38	42.8 39.6	D	 Install "No Standing 4 PM to 7 PM Mon - Fri" regulations along the north curb of the WB approach for 100 feet
ird Avenue	NB	L T	0.78 0.73	51.9 19.5	D B	L	0.94 0.79	88.6 21.5	F C	L T	0.80 0.74	51.0 17.8	D B	from the intersection to allow for an additional travel lane at the approach during these times.
	SB	TR	0.73	12.1	В	TR	0.79	12.9	в	TR	0.74	9.4	A	 Modify signal timing. Shift 4 sec of green time from
	Overall Intersection	-	0.69	18.6	в		0.80	21.2	с	-	0.70	16.5	в	WB phase to NB/SB phase. [WB green time shifts from 31 sec to 27 sec; NB/SB green time shifts
urth Avenue and 36th Street														from 72 sec to 76 sec.]
th Street	WB	LTR	0.94	77.9	Е	LTR	1.09	119.3	F	LT	0.94	79.8	E	- Install "No Standing 4 PM to 7 PM Mon - Fri" regulation
urth Avenue	NB	Ť	- 0.76	- 19.0	B	Ť	- 0.83	- 21.2	c	R T	0.25 0.83	38.6 21.2	D C	along the north curb of the WB approach for 100 feet from the intersection to allow for an additional travel lane
	SB	TR	0.82	14.4	в	TR	0.87	16.8	в	TR	0.87	16.8	в	at the approach during these times.
	Overall Intersection	-	0.85	22.9	с	-	0.93	29.9	С	-	0.90	24.9	с	
urth Avenue and 37th Street						1.75			_					
'th Street	EB	LTR -	0.73	51.7 -	D -	LTR -	0.95 -	77.3	Е -	LT R	0.69 0.37	50.1 41.1	D D	 Install "No Standing 7 AM to 7 PM Except Sunday" regulations along the south curb of the EB approach for 100 feet from the
urth Avenue	NB SB	TR L	0.79 0.62	20.8 21.4	C C	TR	0.86	23.8 47.6	C	TR	0.85 0.80	22.6 40.6	C D	intersection to allow for an additional travel lane during these times.
	30	Т	0.02	10.5	в	T	0.77	11.2	B	Т	0.75	10.4	в	- Modify signal timing. Shift 1 sec of green time from
	Overall Intersection	-	0.77	19.0	в		0.89	24.5	с	-	0.80	20.4	с	EB phase to NB/SB phase. [EB green time shifts from 30 sec to 29 sec; NB/SB green time shifts from 73 sec to 74 sec.]
ourth Avenue and 38th Street														nom 73 sec to 74 sec.j
3th Street	EB	L	0.68	48.6	D	L	0.73	51.1	D					- Unmitigatable
		LT R	0.69 0.46	48.9 41.0	D D	LT R	0.73	50.7 67.5	D					
ourth Avenue	NB SB	TR	0.57	18.3 16.5	BB	TR	0.62	19.3 18.6	B					
	5B Overall Intersection		0.79 0.76	16.5 24.4	ь с		0.85	18.6 29.4	в С					
					-				-					
ourth Avenue and 39th Street 9th Street	EB	L	0.22	38.3	D	L	1.18	211.2	F	L	1.18	211.2	F	- Unmitigatable
		TR	0.78	54.4	D	TR	1.14	131.1	F	TR	1.14	131.1	F	- Restripe the southbound left turn lane from 9 feet in
	WB	L TR	0.67 0.95	63.7 82.3	E F	TR	1.31	203.4	F	TR	1.31	203.4	F	width to 11 feet (the southbound approach painted median would be narrowed from three feet to one foot)
ourth Avenue	NB SB	TR L	0.52 0.23	14.9 8.2	B A	TR	0.55 0.29	15.4 9.3	B	TR	0.55 0.27	15.4 8.8	B	
	D	TR	0.23	8.2 23.3	C	TR	1.23	9.3 121.9	F	TR	1.23	8.8 121.9	F	
	Overall Intersection	-	0.96	29.9	с	-	1.44	110.7	F	-	1.44	110.7	F	
4.					D	LTR	0.51	41.2	D					- Mitigation not required.
ourth Avenue and 40th Street 0th Street	EB	LTR	0.49	40.8	D	LIK								- Milgalon nol required.
th Street	NB	TR	0.53	15.2	в	TR	0.55	15.6	в					- miligation not required.
		LTR TR L T												- miligalion not required.

20-12c

	NO ACTION V	3 1111		lo Action				th Action				w/ Improv		Mitigation Measures
NTERSECTION & APPROACH		Mvt.	2027 N	Control	LOS	Mvt.	2027 Wi	Control Delay		<u>2027 Wi</u> Mvt.	th Action V/C	W/ Improv Control Delay	LOS	mittyation measures
				Donaj	200			Doildy	200			Doidy	200	
INSIGNALIZED INTERSECTIONS														
irst Avenue and 39th Street irst Avenue	NB	LR		24.5	с	L	(SIGN/ 0.05	ALIZED) 24.8	с	L	(SIGN/ 0.05	LIZED) 24.8	с	- Intersection delays changed as a result of diverted
9th Street	EB	TR	-	- 0.0	Ā	R TR	0.96 0.21	41.6 28.8	DC	R TR	0.96	41.9 28.8	D C	volumes resulting from the westbound left turn prohibition at the intersection of Second Avenue and
Juroneer	WB	LT	-	10.9	B	L	0.74	28.0 27.5	c c	L	0.79	28.8 30.4	c c	39th Street
	Overall Intersection		-	7.6	A	-	0.76	33.6	c	-	0.76	34.6	c	
rst Avenue and 41st Street														
irst Avenue Ist Street	SB WB	LT LR	-	7.9 10.4	A B	LT LR	-	8.6 18.4	A C	LT LR	-	8.6 19.2	A C	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn
stoneer	Overall Intersection			2.0	A	-		4.2	A	LK		4.2	A	prohibition at the intersection of Second Avenue and 39th Street
	o relan intersection			2.0	'n				'n				~	
rst Avenue and 42nd Street rst Avenue	NB	LTR	-	7.5	А	LTR	-	7.9	А	LTR	-	8.0	A	- Unmitigatable
2nd Street	SB EB	LTR LTR	:	7.8 14.1	A B	LTR LTR	-	9.6 284.7	A F	LTR LTR	-	9.6 253.1	A F	 Install "No Standing Anytime" regulation along the north curb of the EB receiving side for 20 feet to accommodate
	Overall Intersection		-	4.2	А	-	-	30.9	D	-	-	26.8	D	truck turns. - Install "No Standing Anytime" regulation along the south curb
irst Avenue and 43rd Street														of the EB receiving side for 20 feet to accommodate truck turns. Restripe the SB approach from one 21-food wide travel lane to one 10-foot wide left-turn lane and one 11-foot wide through-right lane. [Measures reflect improvements needed as a result of diverted volumes from the westbound left turn prohibitions at the intersection of Second Avenue and 39th Street]
rst Avenue rst Avenue Brd Street	NB EB	LT LR	-	7.4 11.8	A B	LT LR	-	7.9 20.0	A C	LT LR	-	8.0 21.9	A C	 Intersection delays changed as a result of diverted volumes resulting from northbound left turn and
lu sheet	WB	LTR	-	11.1	В	LTR	-	13.4	в	LTR	-	13.9	в	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	-	6.8	Α	-	-	7.8	Α	-	-	7.8	Α	
rst Avenue and 44th Street														
rst Avenue	SB	LT	-	8.0	A	LT	-	8.6	A	LT	-	8.6	A	 Intersection delays changed as a result of diverted volumes resulting from northbound left turn and
	Overall Intersection	-	-	1.5	Α	-	-	4.0	Α	-	-	3.7	A	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
econd Avenue and 29th Street														
econd Avenue	NB SB	LTR LTR	-	7.9 7.7	A	LTR LTR	-	7.9 7.7	A	LTR LTR	-	7.9 7.6	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
9th Street	EB	LTR	-	12.2	в	LTR	-	12.5	в	LTR	-	12.0	в	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	10.2	в	-	-	10.4	В	-	-	10.1	В	
econd Avenue and 32nd Street	NB	LTR	-	7.9	А	LTR	_	7.9	А	LTR	-	7.9	А	- Intersection delays changed as a result of diverted
2nd Street	SB EB	LTR	-	7.6 8.4	A	LTR	-	7.7	A	LTR	-	7.6 8.4	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
in orter	WB	LTR	-	12.5	в	LTR	-	14.7	в	LTR	-	13.5	В	
	Overall Intersection	-	-	7.5	Α	-	-	9.6	Α	-	-	8.9	Α	
econd Avenue and 33rd Street														
econd Avenue	SB	LT	-	8.0	A	LT	-	8.6	A	LT	-	8.4	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	1.4	Α	-	-	2.2	Α	-	-	2.3	A	at the intersection of Second Avenue and 39th Street.
econd Avenue and 34th Street 4th Street	WB	IP	_	10.9	в	IR	_	11.0	в	LR	_	11.4	в	- Intersection delays changed as a result of diverted
monte	Overall Intersection	-	-	2.5	A	-	-	2.8	A	-	-	2.9	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
econd Avenue and 35th Street econd Avenue	SB	LT	-	8.0	А	LT	-	8.1	А	LT	-	8.0	A	- Intersection delays changed as a result of diverted
	Overall Intersection		-	0.8	A		-	0.8	A		-	0.9	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
econd Avenue and 36th Street 6th Street	WB	LR	-	11.3	в	LR	-	12.9	в	LR	-	12.3	в	- Intersection delays changed as a result of diverted
	Overall Intersection		-	2.8	Α	-	-	3.1	Α	-	-	3.2	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
econd Avenue and 37th Street														
econd Avenue and 37th Street econd Avenue	SB	LT	-	10.0	А	LT	-	51.9	F	LT	-	47.7	E	- Unmitigatable - Intersection delays changed as a result of diverted
	Overall Intersection	-	-	1.4	Α	-	-	6.3	Α	-	-	6.1	Α	 Intersection deays changed as a fesult of diverted volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
econd Avenue and 40th Street														a are intersection of decond Avenue and Stirl Street.
cond Avenue	SB	LT	-	8.4	А	LT	-	8.7	А	LT	-	11.5	в	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn
	Overall Intersection	- 1	-	0.6	Α	-	-	0.6	Α	-	-	4.3	Α	prohibition at the intersection of Second Avenue and 39th Street

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

							INDU	TABLE 20	TY EIS		COMPA	DISON W		PM PEAK HOUR
	NO ACTION V	S WIIF		No Action				th Action				w/ Improv		Mitigation Measures
				Control	-			Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	M∨t.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Second Avenue and 41st Street														
Second Avenue	NB	LT	-	8.6	А	LT	-	8.7	А	LT	-	8.5	А	- Unmitigatable
1st Street	EB	LR	-	22.9	С	LR	-	1810.0	F	LR	-	440.8	F	 Eastbound approach carries less than 90 passenger car
	WB	LTR	-	23.8	С	LTR	-	197.4	F	LTR	-	136.6	F	equivalents, therefore no significant impacts were identified for this approach.
	Overall Intersection		-	23.8	с	-	-	197.4	F	-	-	82.3	F	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn prohibition at the intersection of Second Avenue and 38th Street
Second Avenue and 44th Street														
Second Avenue	NB	TR	-	15.8	С	TR		34.1	D	TR	-	29.6	D	 Intersection delays changed as a result of diverted
	SB	LT	-	16.6	С	LT	-	33.8	D	LT	-	21.8	С	volumes resulting from northbound left turn and
4th Street	EB	LTR	-	11.2	в	LTR	-	21.1	С	LTR	-	19.5	c	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	-	15.5	с	-	-	30.7	D	-	-	24.3	с	
Third Avenue and 31st Street														
Third Avenue	SB	LT	-	0.1	А	LT	-	0.1	А	LT	-	0.1	A	- Mitigation not required.
	Overall Intersection	- 1	-	0.1	Α	-	-	0.1	Α	-	-	0.1	Ā	
Third Avenue and 38th Street														
38th Street	SB	LT	-	0.1	А	LT	-	2.4	А	LT	-	2.4	А	 Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an
	Overall Intersection		-	0.1	A	-		1.4	A	-	-	0.8	A	additional travel lane during this time. I Install "No Standing Anytime" regulations along the north curb of the EB receiving lane to accommodate truck turns. I Install "No Standing Anytime" regulations along the south curb of the EB receiving side for 25 feet to accommodate truck turns. Restripe the NB approach from two 12-foot wide travel lanes, one 17-foot wide travel lane, and one 8-foot wide parking lane to three 12-foot wide travel lanes and one 13-foot wide right-turn lane.

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical large groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

20-12e

INTERSECTION & APPROACH		VS WI							IC LEVELS					Y PEAK HOUR
				lo Action Control				th Action Control				w/ Improv Control		Mitigation Measures
NALIZED INTERSECTIONS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
cond Avenue and 39th Street														
9th Street	EB WB 1	LTR LTR	0.33 1.33	32.7 193.8	C F	LTR LTR	1.64 4.97	337.1 1828.0	F	TR TR	1.06 1.22	90.4 137.5	F	 Partially Mitigated Prohibit EB left turns and install appropriate signage
Pth Street (ramp)	WB 2	LT R	0.94 0.29	57.2 25.6	E C	LT R	1.07 0.92	90.1 75.5	F	LT R	0.93 0.75	51.5 44.6	D D	and pavement markings. - Prohibit WB left turns 11 AM to 2 PM, 4 PM to 6 PM Monday
econd Avenue	NB SB	LTR LTR	0.49	29.0 32.3	C C	LTR LTR	0.71	36.8 48.6	D	TR LTR	0.68 0.56	39.0 33.3	D C	to Friday, 12 PM to 4 PM Saturday, and install appropriate signage and pavement markings.
	30	LIIK	0.01	52.5	0	LIN	0.00	40.0		Env	0.00	55.5	0	 Install "No Standing Anytime" regulations along the
	Overall Intersection		0.92	71.4	E		2.08	673.6	F		0.95	81.2	F	south curb of the EB approach for 250 feet to allow for an additional travel lane. - Install No Standing Anytime' regulations along the north curb of the WB receiving side. - Resinstall 'No Standing Anytime' regulations along the west curb of the SB approach for 250 feet to allow for an additional travel lane. - Restripe the EB approach for one 12-foot travel lane and one 9-foot parking lane to one 10-foot terk-through lane and one 11-foot travel, lane. Restripe the WB receiving side from one 12-foot travel lane and one 9-foot parking lane to one 10-foot travel lane and one 11-foot travel lane. Restripe the WB receiving side from one 12-foot travel lane and one 11-foot travel lane. - Shift the WB approach centerline 5 feet to the south. - Restripe the 8-foot parking lane to won1-foot travel lane and one 18-foot parking lane to two 11-foot travel lane and one 13-foot travel lane and one 13-foot travel lane. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift the SB approach centerline 5 feet to the east. - Shift be SB approach centerline 5 feet to the east. - Shift be SB approach centerline 5 feet to the east. - Shift be SB approach centerline 5 feet to the east. - Modify signal timing: Shift 1 sec of green time from MSBS phase to EB/WB phase. Shift 4 sec of green time from
cond Avenue and 42nd Street nd Street	EB	LTR	0.17	21.3	с	LTR	0.70	32.9	С	LT	0.61	29.4	с	time from NB/SB phase to WB Off-ramp phase. [NB/SB green time shifts from 27 sec to 22 sec. EB/WB green time shifts from 21 sec to 22 sec. WB Off-ramp green time shifts from 27 sec to 31 sec.] - Install "No Standing Anytime" regulations along the
econd Avenue	NB	- TR	- 0.34	- 12.5	В	- TR	- 0.38	- 12.9	- В	R TR	0.08 0.38	20.2 12.9	C B	south curb of the EB approach for 80 feet to allow for an additional travel lane.
	SB	LT	0.59	16.0	В	LT	0.73	19.7	В	LT	0.63	17.1	В	 Restripe the eastbound approach from one 30-foot wide travel lane with parking on both sides to
	Overall Intersection		0.43	15.3	В	-	0.72	21.8	с		0.62	19.5	В	where taken hale wan't parking on outh sales to one 8-foot wide parking lane, one 11-foot wide shared left-through lane and one 11-foot wide right turn lane for 80 feet. [Measures reflect improvements needed for the weekday Midday and PM peak hours]
econd Avenue and 43rd Street 3rd Street	WB	LTR	0.25	22.2	С	LTR	0.55	27.3	С	LTR	0.55	27.3	с	- Intersection delays changed as a result of diverted
econd Avenue	NB SB	LT	0.29	11.9 14.9	В	LT	0.42	13.7	BB	LT	0.41	13.6	В	volumes resulting from northbound left turn and
		TR	0.52		В	TR	0.58	15.9		IK	0.49	14.3	В	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	0.42	15.1	в	-	0.57	18.3	в	-	0.51	17.8	в	
ird Avenue and Prospect Avenue														
ospect Avenue	WB	L T	0.78 0.54	52.7 46.8	D D	L	0.84 0.54	56.3 46.9	E D	L	0.84 0.54	56.3 46.9	E D	 Modify signal timing. Shift 1 sec of green time from NB/SB phase to NB lead phase. [NB/SB green
ird Avenue	NB	R	0.21	39.9 49.2	D	R	0.21	39.9 56.1	D	R	0.21	39.9 53.2	D	time shifts from 40 sec to 39 sec; NB lead green time shifts from 41 sec to 42 sec.]
		Т	0.66	16.6	В	T	0.69	17.7	В	т	0.69	17.7	в	Shints noni 41 Sec to 42 Sec.j
	SB	T R	0.25 0.79	36.7 53.3	D D	T R	0.31 0.79	37.5 53.3	D D	T R	0.31 0.81	38.4 55.4	D E	
	Overall Intersection		0.80	42.4	D		0.85	45.7	D	-	0.85	45.0	D	
hird Avenue and 29th Street hth Street	EB	LTR	0.32	40.8	D	LTR	0.34	41.3	D	LTR	0.34	41.2	D	- Intersection delays changed as a result of diverted
hird Avenue	NB	TR	0.47	4.6	A	TR	0.54	4.6	А	TR	0.54	4.6	Α	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.42	12.3	В	LT	0.49	13.2	В	LT	0.49	13.2	В	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	9.9	Α	•	-	10.2	в	-	-	10.2	в	
hird Avenue and 20th Street	EB	R	0.00	0.0	А	R	0.00	0.0	А	R	0.00	0.0	А	- Intersection delays changed as a result of diverted
	WB NB	LTR LT	0.09 0.43	36.6 5.0	D A	LTR LT	0.09 0.50	36.6 5.6	D A	LTR LT	0.09 0.50	36.6 5.6	D A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
th Street	SB	TR	0.37	1.5	А	TR	0.43	1.5	А	TR	0.43	1.5	A	
th Street			-	3.8	Α		-	4.1	Α	-	-	4.1	Α	
th Street	Overall Intersection													
th Street	Overall Intersection								_		0.50			
th Street ird Avenue nird Avenue and 32nd Street	EB	LR	0.08	33.0	С	LR	0.58	44.5	D	LR	0.58	44.5	D	- Intersection delays changed as a result of diverted
th Street ird Avenue ird Avenue and 32nd Street nd Street		LR LTR LT	0.08 0.22 0.50	33.0 35.2 4.5	C D A	LR LTR LT	0.58 0.41 0.64	44.5 38.9 7.6	D D A	LR LTR LT	0.58 0.41 0.64	44.5 38.9 7.6	D	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
th Street ird Avenue ird Avenue and 32nd Street nd Street	EB WB	LTR	0.22	35.2	D	LTR	0.41	38.9	D	LTR	0.41	38.9		volumes resulting from the eastbound left turn prohibition
th Street ird Avenue nird Avenue and 32nd Street nd Street	EB WB NB	LTR LT LTR	0.22 0.50	35.2 4.5	D A	LTR LT	0.41 0.64	38.9 7.6	D A	LTR LT	0.41 0.64	38.9 7.6	D A	volumes resulting from the eastbound left turn prohibition
tht Street tird Avenue tird Avenue and 32nd Street nd Street tird Avenue	EB WB NB SB	LTR LT LTR	0.22 0.50	35.2 4.5 5.4	D A A	LTR LT LTR	0.41 0.64	38.9 7.6 5.5	D A A	LTR LT LTR	0.41 0.64 0.48	38.9 7.6 5.5	D A A	volumes resulting from the eastbound left turn prohibition
hth Street hird Avenue hird Avenue and 32nd Street hird Avenue hird Avenue and 33rd Street	EB WB NB SB	LTR LT LTR	0.22 0.50	35.2 4.5 5.4	D A A	LTR LT LTR	0.41 0.64	38.9 7.6 5.5	D A A	LTR LT LTR	0.41 0.64 0.48	38.9 7.6 5.5	D A A	volumes resulting from the eastbound left turn prohibition
hird Avenue and 30th Street hird Avenue hird Avenue and 32nd Street 2nd Street hird Avenue hird Avenue and 33rd Street hird Avenue	EB WB NB SB Overall Intersection	LTR LT LTR	0.22 0.50 0.41	35.2 4.5 5.4 6.5	D A A	LTR LT LTR	0.41 0.64 0.48	38.9 7.6 5.5 11.3	D A A B	LTR LT LTR	0.41 0.64 0.48	38.9 7.6 5.5 11.3	D A A B	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

		vs wr	ГН АСТИ	ON VS WI	ТН АСТИ	ON W/ IMPR	INDU	TABLE 20 ISTRY CI TS TRAFI	TY EIS	S OF SERVI	CE COMP	ARISON -	SATURD	AY PEAK HOUR
			<u>2027 N</u>	lo Action Control			<u>2027 Wi</u>	th Action Control		<u>2027 Wi</u>	th Action	w/ Improv Control	ements	Mitigation Measures
ITERSECTION & APPROACH		M∨t.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
hird Avenue and 34th Street 4th Street	WB	LTR	0.49	42.6	D	LTR	0.51	43.1	D	LTR	0.51	43.1	D	- Intersection delays changed as a result of diverted
hird Avenue	NB SB	LT TR	0.45 0.35	2.9 4.8	A A	LT TR	0.57 0.46	4.0 5.0	A A	LT TR	0.57 0.46	3.0 5.0	A A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	7.1	Α		-	7.2	A	-	-	6.7	Α	
hird Avenue and 35th Street														
5th Street hird Avenue	EB NB	LTR TR	0.13 0.44	37.2 3.3	D A	LTR TR	0.17 0.57	37.8 3.8	D A	LTR TR	0.17 0.57	37.8 2.9	DA	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	SB Overall Intersection	LT	0.40	5.6 5.2	A A	LT -	0.50	5.2 5.2	A A	LT	0.50	5.2 4.8	A A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	5.2	~	-	-	5.2	^	-	-	4.0	~	
hird Avenue and 36th Street 5th Street	WB	LT	0.31	40.7	D	LT	0.43	43.4	D	LT	0.43	43.4	D	- Mitigation not required.
nird Avenue	NB	R LT	0.30	41.9 4.2	D A	R LT	0.41	45.6 4.2	D A	R LT	0.41	45.6 4.2	D A	
	SB Overall Intersection	TR	0.37	3.5 6.8	A A	TR -	0.47	3.3 7.0	A A	TR	0.47	3.3 7.0	A A	
	o venin menzenon			0.0	~			7.0	^			7.0	~	
hird Avenue and 37th Street 7th Street	EB	LTR	0.29	37.0	D	LTR	0.32	37.5	D	LTR	0.32	37.5	D	- Intersection delays changed as a result of diverted
nird Avenue	NB SB	TR LT	0.45 0.45	13.9 7.5	B A	TR LT	0.58 0.57	20.5 7.6	C A	TR LT	0.58 0.57	18.7 7.6	B A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	13.1	в		-	15.9	в	-		15.1	в	
hird Avenue and 39th Street						_								
9th Street	EB	LTR	1.06	123.0	F -		2.05	521.6	F -	LT R	0.64	40.9 31.7	DC	 Prohibit EB left turns (except for trucks and buses) and install the appropriate turn prohibition signage
hird Avenue	WB	LTR - LTR	0.89 - 0.35	77.3 - 4.3	E - A	LTR - LTR	<u>1.84</u> - 0.39	418.3 - 4.6	F - A	T R LTR	0.96 0.64 0.45	77.4 43.4 13.5	E D B	and pavement markings Install "No Standing Anytime" regulations along the south curb of the EB approach for the entire block to allow
urd Avenue	SB	TR	0.35	4.5	В	TR	0.55	4.6	В	TR	0.45	31.3	C	for an additional travel lane. - Install "No Standing Anytime" regulations along the
	Overall Intersection	-	-	33.0	с		-	180.3	F	-	-	33.0	с	south curb of the WB approach for 250 feet to allow for an additional travel lane.
														 Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an additional
														travel lane. - Shift the centerline on the EB approach 5 feet to the south.
														Restripe the EB approach from one 12-foot travel lane and one 18-foot parking lane to one 12-foot through
														lane and one 13-foot right-turn lane. Restripe the WB receiving s from one 12-foot travel lane and one 18-foot parking lane to two 11-foot travel lanes and one 13-foot parking lane.
														 Shift the centerline on the WB approach from one 14-foot the south. Restripe the WB approach from one 14-foot
														travel lane to one 10-foot through lane and one 11-foot right-turn lane for 150 feet. Restripe the EB receiving side from
														one 18-foot travel lane with parking to one 11-foot travel lane for 250 feet.
														 Restripe the NB approach from two 12-foot wide travel lanes and one 26-foot wide travel lane with parking
														to three 12-foot wide travel lanes and one 14-foot wide travel lane. Restripe the NB receiving side
														from one 11-foot travel lane, one 12-foot travel lane, and one 26-foot travel lane with parking to one 11-foot travel lane, two 12-foot travel lanes, and one 15-foot travel lane.
														 Modify signal timing. Shift 13 sec of green time from the NB/SB phase to the EB/WB phase.
														[NB/SB green time shifts from 87 sec to 74 sec; EB/WB green time shifts from 38 sec to 51 sec.]
hird Avenue and 40th Street 0th Street	EB	LTR		36.9	D	LTR	0.30	38.8	D	LT	0.52	42.0	D	- Install "No Standing Anytime" regulations along the north curb
hird Avenue	NB SB	TR LT	0.34 0.47	4.4 9.3	A A	TR LT	0.37 0.51	4.0 10.1	A B	TR LT	0.37 0.52	4.6 5.4	A A	 of the EB approach for 250 feet to provide an additional travel land Restripe the SB approach from two 12 foot travel lanes and one 26 foot travel lands and
	Overall Intersection	-	-	8.3	Α		-	9.1	Α	-	-	10.3	в	25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a travel lane during the weekday PM peak hour.
														 Restripe the EB approach from one 30-foot travel lane with parking on both sides to two 10-foot travel lanes and one
														10-foot parking lane which would be a right-turn lane during the weekday PM peak hour for 100 feet.
														[Measures reflect improvements needed for the weekday PM peak hour]
hird Avenue and 41st Street 1st Street	WB	LTR	0.49	45.9	D	LTR	0.87	70.7	E	LT R	0.61 0.20	49.3 38.6	D D	 Install "No Standing 11 AM to 6 PM Mon - Fri and 12 PM to 4 PM Sat" regulations along the
hird Avenue	NB SB	LT TR	0.34 0.42	4.8 3.1	A A	T TR	0.40 0.47	4.7 5.6	A A	LT TR	0.40	3.9 2.4	A A	north curb of the WB approach for 100 feet from the intersection to allow for an additional travel lane at
	Overall Intersection		-	6.9	A	-		12.4	в	-	-	10.2	в	the approach during these times. - Restripe the SB approach from two 12 foot travel lanes and one
														25 foot travel lane with parking to three 12 foot travel lanes and one 13 foot parking lane which would be a right turn lane during
														the weekday PM peak hour. - Restripe the WB approach from one 13-foot wide particing lang and ano 17 foot wide travel lang with
														parking lane and one 17-foot wide travel lane with parking to one 9-foot wide parking lane, one 11-foot wide travel lane, and one 10-foot wide parking lane
														which would be a travel lane during the weekday midday, PM, and Saturday peak periods for 100 feet.
hird Avenue and 42nd Street 2nd Street	EB	LTR	0.31	40.4	D	LTR	1.00	91.2	F	LTR	0.57	44.6	D	- Install "No Standing 10 AM to 7 PM Mon - Fri and
nird Avenue	NB	TR	0.38	7.4	Ā	TR	- 0.44	- 7.3	Ā	LTR TR	0.37	39.1 7.3	D A	12 PM to 4 PM Sat" regulations along the south curb of the EB approach for 100 feet from
	SB	LT	0.45	3.4	A	LT	0.50	3.8	A	LT	0.54	6.9	A	the intersection to allow for an additional travel lane at the approach during these times.
	Overall Intersection	-	-	7.0	A	-	-	16.9	В	-	-	11.8	В	 Modify signal timing. Shift 4 sec of green time from NB/SB phase to EB phase. [NB/SB green time shifts from 87 sec to 83 sec; EB green time shifts
nird Avenue and 43rd Street														from 38 sec to 42 sec.]
rd Street ird Avenue	WB NB	LTR LT	0.49 0.32	45.9 6.2	D A	LTR LT	0.88 0.38	71.2 5.9	E A	LTR LT	0.72 0.42	49.5 9.1	D A	 Modify signal timing. Shift 8 sec of green time from NB/SB phase to WB phase. [NB/SB green time
	SB	TR	0.45	2.7	A	TR	0.53	6.8	А	TR	0.60	7.9	A	shifts from 87 sec to 79 sec; WB green time shifts from 38 sec to 46 sec.]
	Overall Intersection	-	-	7.0	Α	-	-	13.0	в	-	-	12.5	в	-

Control delay is measured in seconds per vehicle.
 Overall intersection V/C ratio is the critical lane groups' V/C ratio.
 Movement delay and overall delay cannot be calculated: exceeds the HCS software threshold.
 Highlighting denotes a significantly impacted movement.

Furth Avenue and 34h Street WB LTR 0.66 3.89 D LTR 0.66 3.89 D <		NO ACTION	vs wr				ON W/ IMPRO	INDU OVEMEN		TY EIS FIC LEVELS	S OF SERVIC	E COMP	ARISON -	SATURD	AY PEAK HOUR
Normal Mathematication of the sector of the sect				2027 1		<u>1</u>		<u>2027 Wi</u>			<u>2027 Wi</u>	th Action		ements/	Mitigation Measures
Binord FB LTR 0.34 1.3 0 LTR 0.34 1.3 0 T 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.30 0 1.70 0.40 1.70 0.40 1.70 0.40 1.70 0.40 1.70 0.40 1.70 0.40 1.70 0.40 1.70 0.40 1.70 0.40 1.70	TERSECTION & APPROACH		M∨t.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		EB	I TR	0.38	42.3	D	ITR	0.82	62.3	F	IT	0.57	46.8	D	- Install "No Standing Anytime" regulations along the
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	rd Avenue		- TR	- 0.34	- 11.3	- B		0.40	- 11.9	- B	R TR	0.25 0.40	39.1 12.4	в	north curb of the EB approach for 125 feet from the intersection.
NR UR 0.3 0.4 0.5				0.45	3.5	A	LT	0.54			LT	0.56			
h Street of Avenue WB LTR 0.38 0.49 D LTR 0.38 3.89 D LTR 0.38 3.89 D LTR 0.38 3.89 D LTR 0.38 3.80 C C 0.68 3.80 C C 0.68 3.80 C C C 0.68 3.80 C <thc< th=""> C C C<</thc<>	urth Avenue and 24th Street	Overall Intersection		-	9.0	Α	-	-	13.0	В	-	-	11.2	В	Intersection. Restripe the EB approach from one 8-foot parking lane, one 14-foot shared bike and travel lane, and one 8-foot parking lane to one 10-foot right turn lane, one 12-foot shared left-through lane, and one 5-foot bike lane with a 3-foot buffer for 100 feet from the intersection. Modfly signal timing. Shift is set of green time from NB/SS phase to EB phase. [NB/SS green time shifts from 35 set to 85 sec. EB green time shifts from 35 set to 85 sec. EB green time
The 0.76 21.2 C Th 0.84 23.7 C Th 0.84 23.7 C Overall Intersection - 0.85 20.0 B - 0.89 22.0 C The 0.85 Vieted Will UTP 0.85 20.0 B - 0.89 22.0 C The 0.85 Vieted Will UTP 0.85 28.3 C TR 0.84 25.5 E C T 0.66 27.5 D - Modely signal monge, bit 3 mon of pase line hole not signal monge, bit 3 mon of	h Street														- Mitigation not required.
Image: state in the state	ra Avenue		т	0.78	21.2	C	т	0.84	23.7	С					
If horeas and 36th Street NB If m 0.68 42.3 D If m 0.98 57.5 D If m 0.98 27.0 D Neddy signal ting, Shift 3 sec drames in the shifts with Arease NB If m 0.98 25.0 C - 0.90 29.4 C - 0.90 33.4 C - Neddy signal ting, Shift 3 sec drames in the shifts with Arease NB If m 0.90 25.0 C - 0.90 29.4 C - 0.90 33.4 C - Neddy signal ting, Shift 3 sec drames in the shifts with Arease EB If m 0.50 42.4 D If m 0.82 56.6 E - R 0.51 35.6 -<		SB	TR	0.53	15.1	В	TR	0.57	15.9	в					
bitwet Will LTR 0.68 46.3 D LTR 0.64 47.5 E LTR 0.74 4.7 D - Modify signal timing. Shift 3 see of green time from from shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see		Overall Intersection	ı -	0.65	20.0	в	-	0.69	22.0	с					
NB T 0.87 2.3 C T 0.93 2.8 C T 0.88 7.5 D NB/S6 phase W8 phase, NB/S6 phase, NB/S6 phase w8 phase, NB/S6 phase w8 phase, NB/S															
SB TR 0.69 18.5 B TR 0.64 18.6 B TR 0.67 22.0 C other states in the shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see to 65 see; WB green time shifts from 68 see; MB green time shifts from 68 see;															
Overall Intersection - 0.80 25.0 C - 0.90 29.4 C - 0.90 33.4 C arth Avenue and 37th Street BB LTR 0.59 44.4 D LTR 0.82 56.6 E LT 0.54 42.9 D - handle for the E3 supproach for 100 feer mth Avenue NB TR 0.47 23.6 C - 0.89 46.7 F T 0.51 14.1 B 7 0.51 14.1 B 7 0.51 14.1 B T 0.55 14.7 B T 0.55 14.7 B T 0.55 25.4 C T 0.55 14.7 T D L 0.77 48.0 D L T 0.55 25.4 C <td></td> <td></td> <td>TR</td> <td></td> <td></td> <td></td> <td>TR</td> <td></td> <td>19.6</td> <td>в</td> <td>TR</td> <td></td> <td>22.0</td> <td>С</td> <td>shifts from 68 sec to 65 sec; WB green time shifts</td>			TR				TR		19.6	в	TR		22.0	С	shifts from 68 sec to 65 sec; WB green time shifts
h Street EB LTR 0.50 4.4.4 D LTR 0.25 56.6 E LT 0.54 42.9 D -		Overall Intersection	ı -	0.80	25.0	с	-	0.90	29.4	с	-	0.90	33.4	с	nom 55 sec to 56 sec.j
urth Avenue NB T 0.41 2.5 C T 0.47 2.6 C T 0.47 2.6.7 C L 0.88 9.47 F T 0.47 2.6.7 C L 0.88 9.47 F T 0.51 14.1 B T 0.88 9.47 F T 0.51 14.1 B T 0.50 14.1 B T 0.51 14.1 B T 0.51 14.1 B T 0.50 14.1 B T 0.50 14.1 B T 0.50 15.5 C T 0.50 14.1 B T 0.50 14.1 B T 0.50 15.5 C T 0.50 14.1 C 0.77 25.0 C T 0.50 15.0 15.1<	urth Avenue and 37th Street														
with Avenue NB TR 0.84 2.6 C TR 0.91 26.7 C TR 0.91 26.7 C L 0.98 42.7 F L 0.98 42.7 F L 0.98 42.7 F L 0.88 42.6 C 3.6 D L 3.7 D L 0.77 48.0 D L 3.8 T 0.51 4.1 B C 0.77 4.0 D L 0.77 4.0 D L 0.77 4.0 D L 0.77 $4.3.7$ D L 0.77 $4.3.7$ D L 0.77 3.9 C with Avenue NB TR 0.66 23.3 <td>th Street</td> <td>EB</td> <td>LTR</td> <td>0.59</td> <td>44.4</td> <td>D -</td> <td>LTR</td> <td>0.82</td> <td>56.6</td> <td><u>Е</u></td> <td></td> <td></td> <td></td> <td></td> <td></td>	th Street	EB	LTR	0.59	44.4	D -	LTR	0.82	56.6	<u>Е</u>					
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	urth Avenue						TR					0.91	26.7	С	along the south curb of the EB approach for 100 feet from the
Intri Avenue and 38th Street h Street EB L 0.74 45.7 D L 0.77 48.0 D $-$ Unmitigatable arth Avenue NB TR 0.60 22.2 C TR 0.60 22.7 C TR 0.66 23.3 C $ 0.77$ 33.9 C arth Avenue NB TR 0.66 29.3 C $ 0.77$ 33.9 C arth Avenue EB L 0.15 34.5 C TR 1.78 118.3 F TR 1.15 134.1 F 12.33 76.7 717.6 71.78 71.73 73.9 C 71.71 71.73 71.774 71.774 71.774 71.774 71.774 71.774 71.774 71.774 71		SB				B	T				T				
th Street EB L 0.74 45.7 D L 0.77 48.0 D R 0.50 37.5 D R 0.60 60.7 E R 0.50 37.5 D R 0.90 60.7 E NB TR 0.60 22.2 C TR 0.66 23.4 C Overall Intersection r 0.66 23.3 C r 0.77 33.9 C urth Avenue and 39th Street E L 0.74 50.6 D TR 0.60 118.3 F TR 1.15 134.1 F urth Avenue and 39th Street KB L 0.74 50.6 D TR 1.15 134.1 F TR 1.15 134.1 F TR 1.15 134.1 F TR 1.16 134.1 F TR 1.16 134.1 F TR 1.13 130.9 F TR 1.13 130.9 F TR 1.13 130.9 F TR 1.13		Overall Intersection	ı -	0.77	21.7	с	-	0.89	26.9	с	-	0.79	25.4	с	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	urth Avenue and 38th Street														
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	h Street	EB													- Unmitigatable
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			R	0.50	37.5	D	R	0.90	60.7	E					
uth Avenue and 39th Street bh Street EB L 0.15 34.5 C L 0.89 118.3 F -<	urth Avenue					с с									
th Street EB L 0.15 3.4.5 C L 0.89 118.3 F - Unmitgatable WB L 0.34 40.1 D TR 0.74 50.6 D TR 1.15 134.1 F - 1.05 0 - - - 1.05 0 - - 1.05 0 - - 1.05 0 - 1.05 0 - 1.05 5.6.4 <td< td=""><td></td><td>Overall Intersection</td><td>ı -</td><td>0.66</td><td>29.3</td><td>с</td><td>-</td><td>0.77</td><td>33.9</td><td>с</td><td></td><td></td><td></td><td></td><td></td></td<>		Overall Intersection	ı -	0.66	29.3	с	-	0.77	33.9	с					
th Street EB L 0.15 3.4.5 C L 0.89 118.3 F - Unmitgatable WB L 0.34 40.1 D TR 0.74 50.6 D TR 1.15 134.1 F - 1.05 0 - - - 1.05 0 - - 1.05 0 - - 1.05 0 - 1.05 0 - 1.05 5.6.4 <td< td=""><td>urth Avenue and 39th Street</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	urth Avenue and 39th Street														
WB L 0.34 40.1 D L 0.87 117.6 F T L 0.87 117.6 F Width to 11 feet (the southbound approach painted median would be narrowed from three feet to one foot) urth Avenue NB TR 0.56 16.3 B TR 0.60 17.2 B TR 0.66 17.2 B TR 0.66 17.2 B TR 0.60 17.2 B TR 0.60 17.2 B TR 0.66 32.1 C C TR 0.71 37.4 D L 0.66 32.1 C C TR 0.99 43.5 D TR 0.99 43.5 D TR 0.99 43.5 D TR 0.99 43.5 D TR 0.90 43.5 D TR		EB					L				L				
MB TR 0.56 16.3 B TR 0.60 17.2 B SB L 0.57 26.0 C L 0.71 37.4 D L 0.66 32.1 C TR 0.70 19.6 B TR 0.99 43.5 D TR 0.99 43.5 D Overall Intersection - 0.71 24.5 C - 1.05 58.5 E - 1.05 58.4 E uth Avenue and 40th Street - - 1.05 58.5 E - 1.05 58.4 E uth Avenue B LTR 0.31 29.7 C LTR 0.33 30.0 C LTR 0.35 32.6 C - Modify signal timing. Shift 3 sec of green time from sitts utrh Avenue NB TR 0.66 23.9 C TR 0.70 25.1 C TR 0.67 22.4 C EB ph		WB	L	0.34	40.1	D	L	0.87	117.6	F	L	0.87	117.6	F	width to 11 feet (the southbound approach painted
SB L 0.57 26.0 C L 0.71 37.4 D L 0.66 32.1 C Overall Intersection - 0.71 19.6 B TR 0.99 43.5 D TR 0.99 43.5 D Overall Intersection - 0.71 24.5 C - 1.05 58.5 E - 1.05 58.4 E urth Avenue and 40th Street - - 1.05 58.0 C LTR 0.33 30.0 C LTR 0.35 32.6 C - Modify signal timing. Shift 3 sec of green time shifts urth Avenue B TR 0.61 23.9 C TR 0.70 25.1 C TR 0.67 22.4 C EB phase to NB/SB phase. [EB green time shifts SB L 0.91 76.0 E L 1.04 115.0 F L 0.03 78.2 E from 42 sec to 3sec; NB/SB green time shifts	urth Avenue	NB													median would be narrowed from three feet to one foot)
Overall Intersection or 0.71 24.5 C - 1.05 58.5 E - 1.05 58.4 E urth Avenue and 40th Street E LTR 0.31 29.7 C LTR 0.33 30.0 C LTR 0.35 32.6 C - Modify signal timing. Shift 3 sec of green time shifts urth Avenue NB TR 0.66 23.9 C TR 0.70 25.1 C TR 0.67 22.4 C EB phase to NB/SB phase. [EB green time shifts SB L 0.91 76.0 E L 10.44 115.0 F L 0.03 78.2 E from 42 sec to 39 sec; NB/SB green time shifts			L	0.57	26.0	С	L	0.71	37.4	D	L	0.66	32.1	С	
Avenue and 40th Street EB LTR 0.31 29.7 C LTR 0.33 30.0 C LTR 0.35 32.6 C - Modify signal timing. Shift 3 sec of green time from arth Avenue NB TR 0.66 23.9 C TR 0.70 25.1 C TR 0.67 22.4 C EB phase to NB/SB phase. [EB green time shifts SB L 0.91 76.0 E 115.0 F L 0.93 78.2 E from 42 sec to 39 sec; NB/SB green time shifts		Overall Intersection					- IR				ік -				
h Street EB LTR 0.31 29.7 C LTR 0.33 30.0 C LTR 0.35 32.6 C - Modify signal timing. Shift 3 sec of green time from urth Avenue NB TR 0.66 23.9 C TR 0.70 25.1 C TR 0.67 22.4 C EB phase to NB/SB phase. [EB green time shifts SB L 0.91 76.0 E L 0.04 115.0 F L 0.93 78.2 E from 42 sect on 39 sec; NB/SB green time shifts															
Avenue NB TR 0.66 23.9 C TR 0.70 25.1 C TR 0.67 22.4 C EB phase to NB/SB phase. [EB green time shifts SB L 0.91 76.0 E L 1.04 115.0 F L 0.93 78.2 E from 42 sec to 39 sec; NB/SB green time shifts		EB	LTR	0.31	29.7	с	LTR	0.33	30.0	с	LTR	0.35	32.6	с	- Modify signal timing. Shift 3 sec of areen time from
		NB	TR	0.66	23.9	С		0.70	25.1	С	TR	0.67	22.4	С	EB phase to NB/SB phase. [EB green time shifts
		SB					<u> </u>								
Overall Intersection - 0.62 26.6 C - 0.69 29.1 C - 0.65 25.3 C		o 11.													

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	NO ACTION	vs wit	HACTI	ON VS WI	ТН АСТІС	ON W/ IMPRO	INDU	TABLE 20 ISTRY CI TS TRAFI	TY EIS	S OF SERVIC	ECOMP	ARISON -	SATURD	AY PEAK HOUR
			<u>2027 N</u>	lo Action Control			2027 Wi	th Action Control			h Action	w/ Improv Control	ements	Mitigation Measures
TERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
INSIGNALIZED INTERSECTIONS														
irst Avenue and 39th Street irst Avenue	NB	LR		9.5	A	L	(SIGN/ 0.03	ALIZED) 23.8	с	L	(SIGN/ 0.03	ALIZED) 23.8	С	- Intersection delays changed as a result of diverted
		-		-	-	R	0.68	17.2	в	R	0.68	17.3	В	volumes resulting from the westbound left turn
9th Street	EB WB	TR LT	-	0.0 8.1	A A	TR L	0.11 0.85	25 32.6	с с	TR L	0.11 0.92	25.0 35.3	C D	prohibition at the intersection of Second Avenue and 39th Street
		-	-	•	-	LT	0.82	31.8	С	LT	0.94	36.9	D	
	Overall Intersection	-	-	5.6	Α	-	0.50	26.6	с	-	0.51	29.2	С	
irst Avenue and 41st Street irst Avenue	SB	LT		7.3	A	LT		7.8	А	LT	-	7.8	А	- Intersection delays changed as a result of diverted
1st Street	WB	LR	-	8.9	А	LR	-	13.3	В	LR	-	13.4	В	volumes resulting from the westbound left turn prohibition at the intersection of Second Avenue and
	Overall Intersection	-	-	3.0	Α	-	-	4.1	Α	-	-	4.0	Α	39th Street
irst Avenue and 42nd Street														
irst Avenue	NB SB	LTR LTR	:	7.4 7.6	A A	LTR LTR	-	7.9 9.3	A A	LTR LTR	2	8.0 9.3	A	 Eastbound approach carries less than 90 passenger car equivalents, therefeore no significant impacts were
2nd Street	EB	LTR	-	11.0	в	LTR	-	60.7	F	LTR	-	59.1	F	identified for this approach.
	Overall Intersection	-		4.1	А	-		6.9	Α	-		6.4	А	 Install "No Standing Anytime" regulation along the north curb of the EB receiving side for 20 feet to accommodate
irst Avenue and 43rd Street														truck turns. I Install "No Standing Arytime" regulation along the south curb of the EB receiving side for 20 feet to accommodate truck turns. Restripe the SB approach from one 21-foot wide travel lane to one 10-foot wide left-turn lane and one 11-foot wide through-right lane. [Measures reflect improvements needed as a result of diverted volumes from the westbound left turn prohibitions at the intersection of Second Avenue and 39th Street]
rst Avenue and 43rd Street rst Avenue	NB	LT		7.3	А	LT	-	7.7	А	LT	-	7.8	А	- Intersection delays changed as a result of diverted
rd Street	EB WB	LR LTR	:	9.6 9.5	A A	LR LTR		14.6 10.9	B B	LR LTR		15.3 11.0	C B	volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of
	Overall Intersection			4.8	A	-		5.7	A	-	-	5.3	A	Second Avenue and 39th Street
rst Avenue and 44th Street rst Avenue	SB	LT		7.6	A	LT		7.9	А	LT		7.9	А	- Intersection delays changed as a result of diverted
	Overall Intersection	-		1.0	Α			4.7	Α			4.2	А	volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of
	o ventin intersection			1.0	~				~			4.2	^	Second Avenue and 39th Street
cond Avenue and 29th Street														
cond Avenue	NB SB	LTR LTR	2	7.3 7.5	A	LTR LTR	-	7.3 7.5	A	LTR LTR	-	7.3 7.5	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
th Street	EB	LTR	-	9.2	А	LTR	-	9.2	A	LTR	-	9.2	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	-	-	8.0	Α	-	-	8.0	Α	-	-	8.0	Α	
econd Avenue and 32nd Street														
cond Avenue	NB SB	LTR LTR	2	7.3 7.5	A A	LTR LTR	2	7.3 7.6	A A	LTR LTR	-	7.3 7.6	A A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
nd Street	EB WB	LTR LTR	:	8.4 12.5	A B	LTR LTR	:	8.4 14.7	A B	LTR LTR	-	8.3 11.2	A B	at the intersection of Second Avenue and 39th Street.
	Overall Intersection		_	8.1	A	-	_	8.3	A	LIN	_	8.3	A	
	Overall Intersection		-	0.1	^	-	-	0.5	^	-	-	0.5	~	
econd Avenue and 33rd Street	SB	LT		7.6	А	LT		7.9	А	LT		7.9	А	- Intersection delays changed as a result of diverted
cond Avenue						<u> </u>								volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	0.4	Α	-	-	1.5	Α	-	•	1.5	Α	at the intersection of Second Avenue and 39th Street.
cond Avenue and 34th Street														
Ith Street	WB	LR	-	10.1	В	LR	-	10.7	В	LR	•	10.6	В	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	2.2	Α	-	-	2.7	Α	-	-	2.7	Α	at the intersection of Second Avenue and 39th Street.
econd Avenue and 35th Street	CD	1.7		77				7.0				7.0		
econd Avenue	SB	LT	-	7.7	A	LT	-	7.9	A	LT	-	7.9	A	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	0.6	A	-	-	0.7	Α	-	-	0.7	Α	at the intersection of Second Avenue and 39th Street.
cond Avenue and 36th Street										. –				
ith Street	WB	LR	-	10.4	В	LR	-	11.8	В	LR	•	11.8	В	 Intersection delays changed as a result of diverted volumes resulting from the eastbound left turn prohibition
	Overall Intersection	-	-	2.4	Α	-	-	3.3	Α	-	-	3.3	Α	at the intersection of Second Avenue and 39th Street.
cond Avenue and 37th Street														
cond Avenue	SB	LT	-	10.1	В	LT	-	449.7	F	LT	-	449.7	F	Unmitigatable Intersection delays changed as a result of diverted
	Overall Intersection	-	-	1.0	Α	-	-	45.0	E	-	-	45.1	E	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
cond Avenue and 40th Street														
cond Avenue	SB	LT	-	8.3	A	LT	-	8.6	A	LT	-	10.0	в	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn
	Overall Intersection	-	-	0.5	Α	-	-	0.5	Α	-		3.0	Α	prohibition at the intersection of Second Avenue and 39th Street

			2027	No Action			2027 Wi	th Action	1	2027 Wit	h Action	n w/ Improv	ements	Mitigation Measures
				Control				Control				Control		
NTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
econd Avenue and 41st Street														
econd Avenue	NB	LT	-	8.4	А	LT	-	8.7	А	LT	-	8.4	А	- Unmitigatable
st Street	EB	LR	-	15.8	ĉ	LR	-	(3)	F	LR	-	2218.0	F	 Eastbound approach carries less than 90 passenger car
	WB	LTR	-	17.7	č	LTR	-	213.1	F	LTR	-	147.6	F	equivalents, therefore no significant impacts were
														identified for this approach.
	Overall Intersection	-	-	2.4	A	-	-	(3)	F	-	-	179.6	F	 Intersection delays changed as a result of diverted volumes resulting from the westbound left turn prohibition at the intersection of Second Avenue and 39th Street
cond Avenue and 44th Street														3911 31661
cond Avenue	NB	TR	-	10.8	в	TR	-	17.0	С	TR	-	15.9	С	- Intersection delays changed as a result of diverted
	SB	LT	-	14.1	в	LT	-	27.4	D	LT	-	18.9	č	volumes resulting from northbound left turn and
th Street	EB	LTR		9.0	Ā	LTR	-	13.1	В	LTR	-	12.5	В	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	-	-	12.6	в	-	-	21.2	С	-	-	16.6	с	
hird Avenue and 31st Street														
nird Avenue	SB	LT	-	0.2	А	LT	-	0.2	А	LT	-	0.2	А	- Mitigation not required.
	Overall Intersection	-	-	0.1	Α	-	-	0.1	Α	-	-	0.1	Α	
hird Avenue and 38th Street														
3th Street	SB	LT		0.2	А	LT	-	3.6	А	LT	-	3.6	А	 Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an
	Overall Intersection	-	-	0.1	A	-	•	1.9	A	-	-	1.2	Α	additional travel lane during this time. - Install "No Standing Anytime" regulations along the north curb of the EB receiving lane to accommodate truck turns.

of the EB receiving lane to accommodate truck turns. I nstall 'NO Standing Arytime' regulations along the south curb of the EB receiving side for 25 feet to accommodate truck turns. Restripe the NB approach from two 12-loot wide travel lanes, one 17-foot wide travel lane, and one 8-foot wide parking lane to three 12-foot wide travel lanes and one 13-foot wide right-turn lane.

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Fourteen of the 41 intersections have significant adverse traffic impacts that would result from the Proposed Project and could not be fully mitigated in at least one peak hour, including:

- 1st Avenue and 42nd Street (unmitigated during the weekday PM peak hour)
- 2nd Avenue and 37th Street (unmitigated during the weekday midday, PM, and Saturday peak hours)
- 2nd Avenue and 39th Street (could be partially mitigated during the weekday AM, midday, PM, and Saturday peak hours)
- 2nd Avenue and 41st Street (unmitigated during the weekday AM, midday, PM, and Saturday peak hours)
- 2nd Avenue and 44th Street (unmitigated during the weekday AM peak hour)
- 3rd Avenue and Prospect Avenue (unmitigated during the weekday midday and PM peak hours)
- 3rd Avenue and 32nd Street (unmitigated during the weekday PM peak hour)
- 3rd Avenue and 33rd Street (unmitigated during the weekday AM and PM peak hours)
- 3rd Avenue and 35th Street (unmitigated during the weekday AM peak hour)
- 3rd Avenue and 37th Street (unmitigated during the weekday PM peak hour)
- 3rd Avenue and 44th Street (could be partially mitigated during the weekday PM peak hour)
- 4th Avenue and 37th Street (could be partially mitigated during the Saturday peak hour)
- 4th Avenue and 38th Street (could be partially mitigated during the weekday AM peak hour, and unmitigated during the weekday midday, weekday PM, and Saturday peak hours)
- 4th Avenue and 39th Street (could be partially mitigated during the weekday AM peak hour, and unmitigated during the weekday midday, weekday PM, and Saturday peak hours)

IST AVENUE CORRIDOR

Of the five intersections analyzed along 1st Avenue, the intersection of 1st Avenue and 42nd Street would be significantly impacted during the weekday PM peak hour. Significant impacts at this intersection could not be mitigated during this peak hour. The following measures would be needed in conjunction with the traffic diversions as a result of proposed turn prohibitions at the intersection of 2nd Avenue and 39th Street:

- Restripe the southbound approach from one 21-foot wide travel lane to one 10-foot wide left turn lane and one 11-foot wide through-right lane;
- Install "No Standing Anytime" regulations along the north side of the eastbound receiving side for 40 feet (a loss of one parking space) to accommodate truck turns; and
- Install "No Standing Anytime" regulations along the south curb of the EB receiving side for 20 feet to accommodate truck turns (a loss of one parking space).

2ND AVENUE CORRIDOR

Three of the 13 intersections analyzed along 2nd Avenue would be significantly impacted during the weekday AM peak hour, four intersections would be impacted during the weekday midday peak hour, five intersections would be impacted during the weekday PM peak hour, and three intersections would be impacted during the Saturday peak hour.

2nd Avenue and 37th Street

Significant impacts at this intersection would occur during the weekday midday, PM, and Saturday peak hours. Significant impacts at this intersection could not be mitigated.

2nd Avenue and 39th Street

Significant impacts at this intersection would occur during all four peak hours analyzed, and could be partially mitigated during all four peak hours with the following measures:

- Prohibit the eastbound left turn movement;
- Prohibit the westbound left turn movement 11 AM to 2 PM and 4 PM to 6 PM Monday to Friday, and 12 PM to 4 PM Saturday;
- Install "No Standing Anytime" regulations along the south curb of the eastbound approach extending 250 feet from the intersection (a loss of four parking spaces) to allow for an additional travel lane;
- Install "No Standing Anytime" regulations along the north curb of the westbound receiving side;
- Install "No Standing Anytime" regulations along the west curb of the southbound approach (no parking spaces lost);
- Restripe the eastbound approach from one 12-foot wide travel lane and one 9-foot wide parking lane to one 10-foot wide shared left-through lane and one 11-foot wide shared through-right lane, the westbound receiving side would be restriped from one 12-foot wide travel lane and one 9-foot wide parking lane to one 10-foot wide travel lane, and one 11-foot wide travel lane;
- Shift the westbound approach centerline five feet to the south and restripe the westbound approach from one 12-foot wide shared left-through lane and one 18-foot wide parking lane to two11-foot wide travel lanes and one 13-foot wide parking lane, the eastbound receiving side would be restriped from one 12-foot wide travel lane and one 18-foot wide parking lane to one 12-foot wide travel lane and one 13-foot wide travel lane and one 18-foot wide parking lane
- Shift the southbound approach centerline five feet to the east and restripe the approach from one 16-foot wide travel lane to two 11-foot wide travel lanes, the northbound receiving side would be restriped from one 21-foot wide travel lane to one 16-foot wide travel lane; and
- Modify the signal timing.

Significant impacts during all peak hours could only be partially mitigated.

2nd Avenue and 41st Street

This intersection would be significantly impacted during all four peak hours analyzed. Significant impacts at this intersection could not be mitigated during any of the analysis peak hours.

2nd Avenue and 42nd Street

This intersection would be significantly impacted during the weekday midday and PM peak hours and could be mitigated with the following measures:

• Install "No Standing Anytime" regulations along the south curb of the eastbound approach extending 80 feet from the intersection (a loss of three parking spaces) to allow for an additional eastbound travel lane;

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- Restripe the eastbound approach from one 30-foot wide travel lane with parking on both sides to one 8-foot parking lane, one 11-foot wide shared left-through lane, and one 11-foot wide right turn lane for 80 feet; and
- Modify the signal timing.

2nd Avenue and 44th Street

This intersection would be significantly impacted during the weekday AM and PM peak hours and would be mitigated in the weekday PM peak hour as a result of the diversions at 2nd Avenue and 39th Street. Significant impacts during the weekday AM peak hour could not be mitigated.

3RD AVENUE CORRIDOR

Seven of the 17 intersections analyzed along 3rd Avenue would be significantly impacted during the weekday AM and midday peak hours, 11 intersections would be significantly impacted during the weekday PM peak hour, and 6 intersections would be significantly impacted during the Saturday peak hour. Of the 13 intersections along 3rd Avenue that would be impacted during at least one peak hour, 7 intersections could be fully mitigated during each peak hour analyzed. The impacted intersections that could not be mitigated are as follows:

- 3rd Avenue and Prospect Avenue could not be mitigated during the weekday midday and PM peak hours;
- 3rd Avenue and 32nd Street could not be mitigated during the weekday PM peak hour;
- 3rd Avenue and 33rd Street could not be mitigated during the weekday AM and PM peak hours;
- 3rd Avenue and 35th Street could not be mitigated during the weekday AM peak hour;
- 3rd Avenue and 37th Street could not be mitigated during the weekday PM peak hour; and
- 3rd Avenue and 44th Street could not be fully mitigated during the weekday PM peak hour.

3rd Avenue and Prospect Avenue

This intersection would be significantly impacted during all four peak hours analyzed, and impacts during the weekday AM and Saturday peak hours could be mitigated by modifying the signal timing. Significant impacts during the weekday midday and PM peak hours could not be mitigated.

3rd Avenue and 29th Street

This intersection would be significantly impacted during the weekday AM and PM peak hours and could be mitigated with the following measures:

- Install "No Standing 4 PM to 6 PM Monday to Friday" regulations along the west curb of the southbound approach (a loss of six parking spaces) to allow for an additional travel lane at the approach during the weekday PM period; and
- Modify the signal timing during the weekday AM peak hour.

3rd Avenue and 32nd Street

A significant impact would occur during the weekday PM peak hour. The significant impact at this intersection could not be mitigated.

3rd Avenue and 33rd Street

Significant impacts would occur during the weekday AM and PM peak hours. Significant impacts at this intersection could not be mitigated.

3rd Avenue and 35th Street

This intersection would be significantly impacted during the weekday AM peak hour. This significant impact could not be mitigated.

3rd Avenue and 36th Street

A significant impact was identified at this intersection during the weekday midday peak hour and could be mitigated by modifying the signal timing.

3rd Avenue and 37th Street

A significant impact was identified at this intersection during the weekday PM peak hour and could not be mitigated.

3rd Avenue and 38th Street

This intersection would not be significantly impacted during the peak hours analyzed, however the following measures were identified in conjunction with proposed restriping identified along the northbound approach of the intersection of 3rd Avenue and 39th Street:

- Install "No Standing Anytime" regulations along the east curb of the northbound approach to allow for an additional travel lane;
- Install "No Standing Anytime" regulations along the north curb of the eastbound receiving lane to accommodate truck turns;
- Install "No Standing Anytime" regulations along the south curb of the eastbound receiving lane for 25 feet to accommodate truck turns (a loss of one parking space); and
- Restripe the northbound approach from two 12-foot wide travel lanes, one 25-foot wide travel lane with parking to three 12-foot wide travel lanes and one 13-foot wide right turn lane.

3rd Avenue and 39th Street

This intersection would be significantly impacted during all peak hours analyzed and could be mitigated with the following measures:

- Prohibit left turns along the eastbound approach except for trucks and buses;
- Install "No Standing Anytime" regulations along the south curb of the eastbound approach for the entire block (a loss of 13 parking spaces) to allow for an additional travel lane;
- Install "No Standing Anytime" regulations along the south curb of the westbound approach for 250 feet (a loss of 10 parking spaces) to allow for an additional travel lane;
- Install "No Standing Anytime" regulations along the east curb of the northbound approach to allow for an additional travel lane (a loss of five parking spaces);
- Shift the eastbound approach centerline five feet to the south and restripe the eastbound approach from one 12-foot travel lane and one 18-foot parking lane to one 12-foot through lane and one 13-foot right turn lane, the westbound receiving side would be restriped from one 12-foot travel lane and one 18-foot parking lane to two 11-foot travel lanes and one 13-foot parking lane;
- Shift the westbound approach centerline seven feet to the south and restripe the westbound approach from one 14-foot travel lane to one 10-foot through lane and one 11-foot right-turn lane for 150 feet, the eastbound receiving side would be restriped from one 18-foot travel lane with parking to one 11-foot travel lane for 250 feet;

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- Restripe the northbound approach from two 12-foot wide travel lanes and one 26-foot wide travel lane with parking to three 12-foot wide travel lanes and one 14-foot wide travel lane, the northbound receiving side would be restriped from one 11-foot travel lane, one 12-foot travel lane and one 26-foot travel lane with parking to one 11-foot travel lane, two 12-foot travel lanes and one 15-foot travel lane; and
- Modify the signal timing.

3rd Avenue and 40th Street

This intersection would be significantly impacted during the weekday PM peak hour and could be mitigated with the following measures:

- Install "No Standing Anytime" regulations along the north curb of the eastbound approach for 250 feet (a loss of nine parking spaces) to allow for an additional travel lane;
- Install "No Standing 4 PM to 7 PM Monday to Friday" regulations along the south curb of the eastbound approach for all 100 feet (a loss of five parking spaces) to allow an additional travel lane during the weekday PM period;
- Install "No Standing 4 PM to 7 PM Monday to Friday" regulations along the west curb of the southbound approach (a loss of five parking spaces) to allow for an additional travel lane during the weekday PM period;
- Restripe the southbound approach from two 12-foot wide travel lanes and one 25-foot travel lane with parking to three 12-foot travel lanes and one 13-foot parking lane which would be a travel lane during the weekday PM peak period;
- Restripe the eastbound approach from one 30-foot travel lane with parking on both sides to two 10-foot travel lanes and one 10-foot parking lane which would become a right turn lane during the weekday PM peak period for 100 feet; and
- Modify signal timing.

3rd Avenue and 41st Street

This intersection would be significantly impacted during the weekday midday, PM, and Saturday peak hours and could be mitigated with the following measures:

- Install "No Standing 11 AM to 6 PM Monday to Friday and 12 PM to 4 PM Saturday" regulations along the north curb of the westbound approach extending 100 feet from the intersection (a loss of five parking spaces) to allow for an additional travel lane during these times; and
- Install "No Standing 4 PM to 7 PM Monday to Friday" regulations along the west curb of the southbound approach (a loss of seven parking spaces) to allow for an additional travel lane during this time;
- Install "No Standing 4 PM to 7 PM Monday to Friday" regulations along the north curb of the westbound receiving lane for 35 feet (no parking spaces lost) to accommodate truck turns;
- Restripe the southbound approach from two 12-foot travel lanes and one 25-foot travel lane with parking to three 12-foot travel lanes and one 13-foot parking lane which would be a right turn lane during the weekday PM peak period; and
- Restripe the westbound approach from one 13-foot wide parking lane and one 17-foot wide travel lane with parking to one 9-foot wide parking lane, one 11-foot wide travel lane, and one

10-foot wide parking lane which would be a travel lane during the weekday midday, PM, and Saturday peak periods for 100 feet.

3rd Avenue and 42nd Street

This intersection would be significantly impacted during all four peak hours and could be mitigated with the following measures:

- Install "No Standing 10 AM to 7 PM Monday to Friday, and 12 PM to 4 PM Saturday" regulations along the south curb of the eastbound approach extending 100 feet from the intersection (a loss of four parking spaces) to allow for an additional travel lane at the approach during the weekday midday, PM, and Saturday peak periods; and
- Modify signal timing.

3rd Avenue and 43rd Street

This intersection would be significantly impacted during the weekday midday, PM, and Saturday peak hours and could be mitigated by modifying the signal timing.

3rd Avenue and 44th Street

This intersection would be significantly impacted during all four peak hours and could be mitigated during the weekday AM, midday, and Saturday peak hours with the following measures:

- Install "No Standing Anytime" regulations along the north curb of the eastbound approach for 125 feet from the intersection (a loss of five parking spaces);
- Install "No Standing Anytime" regulations along the south curb of the eastbound approach extending 100 feet from the intersection (a loss of five parking spaces);
- Restripe the eastbound approach from one 8-foot parking lane, one 14-foot travel lane, and one 8-foot parking lane to one 10-foot right-turn lane, one 12-foot shared left-through lane, and one 5-foot bike lane with a 3-foot buffer for 100 feet from the intersection; and
- Modify the signal timing during weekday PM and Saturday peak hours. Significant impacts during the weekday PM peak hour could be partially mitigated.

4TH AVENUE CORRIDOR

Five of the six intersections analyzed along 4th Avenue would be significantly impacted during the weekday AM, PM, and Saturday peak hours and four intersections would be significantly impacted during the weekday midday peak hour. All six intersections analyzed along 4th Avenue would be impacted during at least one peak hour; three of the six intersections could be fully mitigated in each peak hour with traffic capacity improvements. The intersections that could not be mitigated during all peak hours are as follows:

- 4th Avenue and 37th Street could be partially mitigated during the Saturday peak hour;
- 4th Avenue and 38th Street could not be mitigated during the weekday midday, PM, and Saturday peak hours, but could be partially mitigated during the weekday AM peak hour; and
- 4th Avenue and 39th Street could not be mitigated during the weekday midday, weekday PM, and Saturday peak hours but could be partially mitigated during the weekday AM peak hour.

4th Avenue and 34th Street

This intersection would be significantly impacted during the weekday PM peak hour and could be mitigated with the following measures:

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- Install "No Standing 4 PM to 7 PM Monday to Friday" regulation along the north curb of the westbound approach extending 100 feet from the intersection (a loss of four parking spaces) to allow for an additional travel lane at the approach during the weekday PM peak period; and
- Modify the signal timing.

4th Avenue and 36th Street

This intersection would be significantly impacted during all four peak hours, and could be mitigated with the following measures:

- Install "No Standing 4 PM to 7 PM Monday to Friday" regulations along the north curb of the westbound approach extending 100 feet from the intersection (a loss of three parking spaces) to allow for an additional travel lane at the approach during the weekday PM peak period; and
- Modify signal timing during all peak hours except the weekday PM peak hour.

4th Avenue and 37th Street

This intersection would be significantly impacted during all four peak hours. Impacts during the weekday AM, midday, and PM peak hours could be fully mitigated with the following measures:

- Install "No Standing 7 AM to 7 PM Except Sunday" regulations along the south curb of the eastbound approach extending 100 feet from the intersection (a loss of two parking spaces) to allow for an additional travel lane at the approach; and
- Modify signal timing during weekday AM and PM peak hours.

These mitigation measures could only partially mitigate impacts at this intersection during the Saturday peak hour.

4th Avenue and 38th Street

Significant impacts would occur at this intersection during all four peak hours. Impacts during the weekday AM peak hour could only be mitigated by modifying the signal timing. Impacts at this intersection during the weekday midday, weekday PM, and Saturday peak hours would remain unmitigated.

4th Avenue and 39th Street

Significant impacts at this intersection were identified during all four peak hours and could be partially mitigated during the weekday AM peak hour by restriping the southbound left turn lane from 9 feet in width to 11 feet (the southbound approach painted median would be narrowed from three feet to one foot). Impacts at this intersection during the weekday midday, weekday PM, and Saturday peak hours would remain unmitigated.

4th Avenue and 40th Street

Significant impacts would occur at this intersection during the weekday AM and Saturday peak hours and could be mitigated by modifying the signal timing.

IMPLEMENTATION

Each of the traffic capacity improvements described above fall within the jurisdiction of DOT for implementation. The implementation of these measures would result in the loss of approximately 55 parking or "standing" spaces during the weekday AM peak period, 56 spaces during the weekday PM peak period, and 77 spaces during the Saturday peak period.

Once implemented, 2nd Avenue would lose approximately 3 spaces between 41st Street and 42nd Street, 3rd Avenue would lose up to 18 spaces between 28th Street and 41st Street, and 39th Street would lose 13 to 41 spaces during the peak hours analyzed. Study area side streets would lose 31 to 52 spaces between 1st and 5th Avenues. No designated truck loading/unloading zones or bus layover spaces would be affected by the proposed parking modifications for mitigation. If it is determined that on-street parking should be retained at locations where such mitigation was assumed, additional unmitigated traffic impacts could result.

Implementation of the recommended improvements is within the jurisdiction of DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be evaluated, if possible.

GOWANUS EXPRESSWAY

The Proposed Project would result in significant adverse traffic impacts to the northbound Gowanus Expressway during the weekday AM peak hour (in the segment between 40th Street and 49th Street) and in the weekday midday peak hour (in the segment between 38th Street and 49th Street). It should be noted that these segments operate at congested LOS E or LOS F under existing conditions during the weekday AM and midday peak hours. The Proposed Project would add to these segments of the Gowanus Expressway about two cars per minute during the weekday AM peak hour (i.e., one car or less per lane per minute).

Potential measures to provide more capacity along the northbound Gowanus Expressway, such as widening of the highway to provide an additional travel lane, would be cost prohibitive and would require additional studies. As such, significant impacts identified are considered unmitigated per *CEQR Technical Manual* criteria.

SUBWAY TRANSIT

As discussed in Chapter 11 "Transportation," the Proposed Project would result in significant impacts at the 36th Street station during the weekday AM and PM peak hours (the impacts would be to the P3 and P4 stairways, which connect the mezzanine to the station platforms; to the S3 stairway, which connects the street surface with the mezzanine; and, during only the weekdayend PM peak hour, to the M1A/M1B mezzanine level stairways located between the S1 and S3 stairways and the fare control area). Measures to fully mitigate these impacts, such as the widening of stairways, the feasibility and practicability of which would require detailed engineering feasibility studies. Between the Draft EIS and the Final EIS, mitigation measures such as these will be studied further in conjunction with NYCT. Should measures to fully mitigate impacts be determined to be impracticable, significant adverse impacts would then be considered unmitigated in the Final EIS. A sensitivity analysis determined that the S3 stairway widening would be needed when approximately 245,000 sf of the proposed 627,674 sf of academic use would be built. Because the proposed actions allow for a range of future development scenarios, the impact would only occur if academic use exceeds 245,000 sf of development. The 36th Street station is identified by NYCT as one of the stations that would potentially receive accessibility improvements under the Americans with Disabilities Act (ADA) within MTA's 2020-2024 Capital Plan, which may include the installation of elevators and relocation of station elements to accommodate the elevators. The planned accessibility improvements are not anticipated to increase capacity.

Between the Draft EIS and the Final EIS, mitigation measures for the impact at the 36th Street station were studied in conjunction with NYCT. Potential mitigation measures considered to mitigate the impacts of the Proposed Project include widening of the S3 stairway from 70 to 120 inches, widening of the M1A/M1B stairways, and extension of the platform to accommodate new platform-level stairways. Each of these potential mitigation measures would need to be preceded by construction of ADA-compliant elevators. NYCT has performed studies which confirm the feasibility of the S3 and M1A/M1B stairway widening mitigation measures at a conceptual engineering level. The S3 and M1A/M1B stairway widenings would need to be funded by the Applicant following comcopletion of the ADA accessibility improvements. The cost of implementing the S3 and M1A/M1B stairway widenings are estimated by NYCT at approximately between 5 and 12 million dollars. Without the stairway widenings, passengers would need some additional time entering or exiting the station, but subway train operations into and out of the station would not be adversely affected. Adverse effects the mitigation options could have on traffic and pedestrian operations include: substantial additional construction disruptions subsequent to NYCT's ADA improvements, which would include temporary closure of both surface stairways on the west side of Fourth Avenue closest to Industry City; reduction of pedestrian circulation around the stairway; and the potential to limit flexibility for future roadway and bicycle lane improvements. Therefore, implementing the potential S3 and M1A/M1B stair widening mitigation measures described above has been determined to be not practicable, and thus the projected impact for these stairways would be unmitigated. The extension of the existing platform and construction of additional stairs from the mezzanine to the platform was determined to be physically impracticable due to the station's vertical constraints. Therefore, the adverse impact to the P3 and P4 stairways would remain unmitigated. Nonetheless, in an effort to redistribute future Industry City subway ridership to other nearby stations and lessen the potential impact on the 36th Street station, the Applicant would commit to expanding the free subway shuttle bus service it currently provides to the 36th Street station, to the adjacent subway stops at 25th Street and 45th Street.

BUS TRANSIT

As discussed in Chapter 11 "Transportation," the Proposed Project would result in capacity shortfalls of five passengers along the westbound B70 bus route and would be significantly impacted during the weekday AM peak hour based on *CEQR Technical Manual* criteria. As detailed in **Table 20-7**, impacts to the bus route could be fully mitigated with the addition of one standard bus along the westbound B70 bus route in the weekday AM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. In addition, new bus shelters with real-time bus arrival information would be installed at two B35/B70 eastbound bus stops located along 39th Street: one located between 1st Avenue and 2nd Avenue, and one located at the southeast corner of 2nd Avenue and 39th Street.

			vv iu	I ACU	011- vv 1tm	-winugau	ion Local Bus A	Anarysis
Peak Hour		Direction	Maximum Load Point	Peak Hour Buses	Project Increment	Available Capacity with Proposed Action		Available Capacity with Mitigation
	B35	EB	Church Ave and Utica Ave	8	18	169	0	169
АМ	LTD	WB	Church Ave and Nostrand Ave	15	120	443	1	443
Aivi	B70	EB	8th Ave and 62nd St	6	1	79	0	79
	670	WB	8th Ave and 39th St	6	40	-5	1	49
	B35	EB	Church Ave and Nostrand Ave	14	265	303	3	303
РМ	LTD	WB	Church Ave and Nostrand Ave	11	150	401	0	401
E, IAI	B70	EB	8th Ave and Bay Ridge Ave	4	6	89	0	89
	570	WB	8th Ave and 62nd St	4	4	115	0	115

Table 20-7 With Action-With-Mitigation Local Bus Analysis

PEDESTRIANS

As discussed in Chapter 11, "Transportation," the Proposed Project would result in significant impacts at 6 pedestrian elements during the weekday AM peak hour, 14 pedestrian elements during the weekday midday peak hour, 18 pedestrian elements during the weekday PM peak hour, and 12 pedestrian elements during the Saturday peak hour. Traffic improvements were identified to mitigate these impacts except for at 3 pedestrian elements during the weekday AM peak hour, 9 pedestrian elements during the weekday midday peak hour, 13 pedestrian elements during the weekday PM peak hour, 9 pedestrian elements during the weekday midday peak hour, 13 pedestrian elements during the weekday PM peak hour, 9 pedestrian elements during the weekday peak hour, 10 pedestrian elements during the Saturday peak hour.

Detailed pedestrian levels of services and mitigation measures identified are summarized in Tables 20-8 through 20-10.

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Table 20-8 Sidewalk Impact Mitigation Summary

					vintigation Summary				
			With		Mitigated With				
	No Action		Action		Action				
Location	sf/p LOS		sf/p	LOS	sf/p	LOS	Mitigation Measures		
Weekday AM Peak Hour									
35th Street between 3rd Avenue and 4th Avenue (south side)	73.6	А	21.3	D	21.3	D	Unmitigatable Impact		
3rd Avenue between 34th Street and 35th Street (west side)	140.8	А	12.5	Е	12.5	Е	Unmitigatable Impact		
	Week	day N	lidday	Peak	Hour				
39th Street between 1st Avenue and 2nd Avenue (south side)	88.1	А	7.7	F	34.5	С	Relocate planter and realign ramp.		
3rd Avenue between 34th Street and 35th Street (west side)	71.7	А	20.9	D	20.9	D	Unmitigatable Impact		
Weekday PM Peak Hour									
35th Street between 3rd Avenue and 4th Avenue (south side)	64.7	Α	9.1	Е	9.1	Е	Unmitigatable Impact		
39th Street between 1st Avenue and 2nd Avenue (south side)	84.0	А	8.3	Е	36.1	С	Relocate planter and realign ramp.		
3rd Avenue between 34th Street and 35th Street (west side)	128.0	А	1.3	F	1.3	F	Unmitigatable Impact		
4th Avenue between 35th Street and 36th Street (west side)	47.5	В	14.3	Е	14.3	Е	Unmitigatable Impact		
	Saturday Peak Hour								
39th Street between 1st Avenue and 2nd Avenue (south side)	63.1	А	-2.8	F	12.9	Е	Unmitigatable Impact		
39th Street between 2nd Avenue and 3rd Avenue (north side)	541.7	А	23.9	D	23.9	D	Unmitigatable Impact		
3rd Avenue between 34th Street and 35th Street (west side)	83.4	А	18.7	D	18.7	D	Unmitigatable Impact		
Note: sf/p = square feet per pedestrian									

Table 20-9 Crosswalk Impact Mitigation Summary

	With				Mitigate		inpact Witigation Summary			
		No Action		Action		Action				
Location		sf/p	LOS		LOS	sf/p	LOS	Mitigation Measures		
Weekday AM Peak Hour										
2nd Avenue										
and 39th Street	South Crosswalk	68.2	А	14.8	Е	15.3	D	Unmitigatable Impact. Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation		
3rd Avenue and 35th	North Crosswalk	93.0	А	18.3	D	24.1	С	Widen crosswalk by 3 feet to 15 feet		
Street	South Crosswalk	93.5	А	21.9	D	24.1	С	Widen crosswalk by 1 foot to 13 feet		
3rd Avenue and 36th Street	North Crosswalk	28.1	С	23.8	D	32.1	С	Widen crosswalk by 4 feet to 17 feet		
			We	ekday	/ Midda	y Peak H	our			
	North Crosswalk	238.9	А	10.6	Е	12.5	Е	Unmitigatable Impact		
2nd Avenue	South Crosswalk	49.4	В	3.2	F	3.7	F	Unmitigatable Impact. Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation		
and 39th Street	Last	80.4	A	16.1	D	17.0	D	Unmitigatable Impact. Widen crosswalk by 6 feet to 18 feet to accommodate traffic mitigation		
	West Crosswalk	284.9	A	14.8	E	15.7	D	Unmitigatable Impact. Widen crosswalk by 9 feet to 21 feet to accommodate traffic mitigation		
3rd Avenue and 35th Street	North Crosswalk	32.7	С	21.5	D	27.7	С	Widen crosswalk by 3 feet to 15 feet		
3rd Avenue and 36th	North Crosswalk	17.2	D	11.0	Е	15.9	D	Widen crosswalk by 4 feet to 17 feet and shift 1 second of walk time from NB/SB phase to EB/WB phase		
Street	South Crosswalk	36.8	С	19.5	D	25.8	С	Widen crosswalk by 3 feet to 16 fe		
3rd Avenue and 39th	North Crosswalk	116.4	А	7.2	F	22.4	D	Unmitigatable Impact		
Street	South Crosswalk	303.3	А	22.7	D	36.3	С	Mitigated as a result of traffic mitigation measures		
4th Avenue and 39th Street	North Crosswalk	154.2	A	17.5	D	17.5	D	Unmitigatable Impact		

Industry City

		mpact Mitigation Summary						
	No Action					Mitigated With Action		
Location		sf/p	LOS			sf/p	LOS	Mitigation Measures
2000		01/p				Peak Hou		intigution modeuroe
	North Crosswalk	251.5	А	12.4	E	13.1	Е	Unmitigatable Impact
2nd Avenue	South Crosswalk	55.9	В	4.3	F	4.4	F	Unmitigatable Impact. Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation.
and 39th Street	East Crosswalk	80.8	А	16.1	D	18.7	D	Unmitigatable Impact. Widen crosswalk by 6 feet to 18 feet to accommodate traffic mitigation
	West Crosswalk	251.2	А	12.2	Е	14.3	Е	Unmitigatable Impact. Widen crosswalk by 9 feet to 21 feet to accommodate traffic mitigation
3rd Avenue	North Crosswalk	68.4	А	9.5	Е	12.7	Е	Unmitigatable Impact
and 35th Street	South Crosswalk	48.9	В	9.2	Е	10.2	Е	Unmitigatable Impact
Olleet	West Crosswalk	217.3	А	21.7	D	25.7	С	Widen crosswalk by 2 feet to 16 feet
2rd Avenue	North Crosswalk	16.2	D	9.4	Е	13.0	ш	Unmitigatable Impact
3rd Avenue and 36th Street	South Crosswalk	27.6	С	13.5	Е	17.2	D	Unmitigatable Impact
Sileei	West Crosswalk	89.2	А	22.8	D	24.9	С	Widen crosswalk by 1 foot to 14 feet
3rd Avenue and 39th Street	North Crosswalk	208.6	А	12.0	Е	33.1	С	Mitigated as a result of traffic mitigation measures
4th Avenue and 35th Street	West Crosswalk	72.5	А	22.8	D	24.7	С	Widen crosswalk by 1 foot to 16 feet
				Satu	rday Po	eak Hour		
	North Crosswalk	356.4	А	13.7	Е	17.1	D	Unmitigatable Impact
2nd Avenue	South Crosswalk	80.1	А	5.3	F	5.3	F	Unmitigatable Impact. Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation.
and 39th Street	East Crosswalk	68.0	А	13.5	Е	14.1	Е	Unmitigatable Impact. Widen crosswalk by 6 feet to 18 feet to accommodate traffic mitigation
	West Crosswalk	127.1	A	15.9	D	16.8	D	Unmitigatable Impact. Widen crosswalk by 9 feet to 21 feet to accommodate traffic mitigation
3rd Avenue	North Crosswalk	27.5	С	15.2	D	20.7	D	Unmitigatable Impact
and 36th Street	South Crosswalk	35.3	С	20.3	D	25.6	С	Widen crosswalk by 3 feet to 16 feet
3rd Avenue and 39th Street	North Crosswalk	181.6	А	15.7	D	39.5	С	Mitigated as a result of traffic mitigation measures
Note: sf/p = square feet per pedestrian								

Table 20-9 (cont'd) Crosswalk Impact Mitigation Summary

Corner Impact Mitigation Summa										
				With		Mitigated				
		No Action		Action		With Action				
Locat	ion	sf/p				LOS	Mitigation Measures			
Weekday AM Peak Hour										
No corner elements impacted during the weekday AM peak hour		-	-	-	-	-	-	n/a		
			Weel	kday I	Midda	y Peak	Hour			
2nd Avenue and 39th Street corner Southwest corner	189.5	A	8.9	Е	10.9	Е	Unmitigatable Impact. Remove dilapidated utility pole to provide additional pedestrian space.			
		287.4	A	9.4	Е	12.0	Е	Unmitigatable Impact. Relocate mailbox to adjacent sidewalk to provide additional pedestrian space.		
	Weekday PM Peak Hour									
2nd Avenue and 39th Street	Southeast corner	202.3	A	14.5	Е	17.0	D	Unmitigatable Impact. Remove dilapidated utility pole to provide additional pedestrian space.		
	Southwest corner	350.5	A	12.0	Е	15.2	D	Unmitigatable Impact. Relocate mailbox to adjacent sidewalk to provide additional pedestrian space.		
	Saturday Peak Hour									
2nd Avenue and 39th Street	Southeast corner	214.0	A	16.6	D	18.1	D	Unmitigatable Impact. Remove dilapidated utility pole to provide additional pedestrian space.		
	Southwest corner	358.3	A	19.7	D	22.2	D	Unmitigatable Impact. Relocate mailbox to adjacent sidewalk to provide additional pedestrian space.		
Note: sf/p = square feet per pedestrian										

Table 20-10 Corner Impact Mitigation Summary

SIDEWALKS

Pedestrian impacts were identified at two sidewalk elements during the weekday AM and midday peak hours, four sidewalk elements during the weekday PM peak hour, and three sidewalk elements during the Saturday peak hour. Significantly impacted sidewalk elements and measures identified to mitigate these elements are described below:

- The south sidewalk along 35th Street between 3rd and 4th Avenues would be significantly impacted during the weekday AM and PM peak hours. Potential measures to mitigate impacts to this sidewalk include the removal of obstructions (tree pit) or extension of the sidewalk into the adjacent roadway or private property; these measures are generally considered to be infeasible and thus impacts to this sidewalk could not be mitigated.
- The north sidewalk along 39th Street between 2nd and 3rd Avenues would be significantly impacted during the Saturday peak hour. Potential measures to mitigate impacts to this sidewalk include the removal of obstructions (light poles) or extension of the sidewalk into the adjacent roadway or Gowanus Expressway off-ramp; these measures are generally considered to be infeasible and thus the impact to this sidewalk could not be mitigated.
- The south sidewalk along 39th Street between 1st and 2nd Avenues would be significantly impacted during the weekday midday, PM and Saturday peak hours. Impacts to this sidewalk during the weekday midday and PM peak hours could be mitigated by relocating the planter

and realigning the ramp at this location. This sidewalk would remain unmitigated during the Saturday peak hour.

- The west sidewalk along 3rd Avenue between 34th and 35th Streets would be significantly impacted during the weekday AM, midday, PM, and Saturday peak hours. Potential measures to mitigate impacts to this sidewalk include the removal of obstructions (tree pit and building stairway) or the extension of the sidewalk into the adjacent roadway or private property; these measures are generally considered to be infeasible and thus impacts to this sidewalk could not be mitigated.
- The west sidewalk along 4th Avenue between 35th and 36th Streets would be significantly impacted during the weekday PM peak hour. Potential measures to mitigate impacts to this sidewalk include the extension of the sidewalk into the adjacent roadway or relocation of subway station stairways; these measures are generally considered to be infeasible and thus the impact to this sidewalk could not be mitigated.

As discussed above, sidewalk elements from the subway station along 35th and 36th Streets, 3rd Avenue, and from the Building 21 parking garage, would remain unmitigated. However, the levels of service at these sidewalks would operate at LOS E or better at all but one location, which is reflective of the change from a quiet area to a busy and vibrant commercial area. Pedestrian flow would be slower due to added activity in the area but there would be adequate area for pedestrians to travel along. Only one sidewalk element would be expected to operate at LOS F, the west sidewalk along 3rd Avenue between 34th Street and 35th Street during the weekday PM peak hour. This condition would only occur at the sidewalk's narrowest section in front of the Building 5 and 6 entrances; the remainder of the rest of the sidewalk would be less constrained and would have more sidewalk area for pedestrians to utilize.

CROSSWALKS

Pedestrian impacts were identified at 4 crosswalks during the weekday AM peak hour, 10 crosswalk elements during the weekday midday peak hour, 12 crosswalk elements during the weekday PM peak hour, and 7 crosswalk elements during the Saturday peak hour. Significantly impacted crosswalk elements and measures identified to mitigate these elements are described below:

- The north, south, east, and west crosswalks at 2nd Avenue and 39th Street would be significantly impacted during the weekday midday, PM, and Saturday peak hours. The south crosswalk would also be significantly impacted during the weekday AM peak hour. The following mitigation measures were identified for this intersection:
 - Restripe the east crosswalk from its existing width of 12 feet to 18 feet to accommodate traffic mitigation measures. Significant impacts to this crosswalk remain unmitigated during all peak hours.
 - Restripe the west crosswalk from its existing width of 13 feet to 21 feet to accommodate traffic mitigation measures. Significant impacts to this crosswalk remain unmitigated during all peak hours.
 - Restripe the south crosswalk from its existing width of 15 feet to 17 feet to accommodate traffic mitigation measures. Significant impacts to this crosswalk remain unmitigated during all peak hours.
 - Significant impacts to the south crosswalk would remain unmitigated during all peak hours.

- At 3rd Avenue and 35th Street, the north crosswalk would be significantly impacted during the weekday AM, midday, and PM peak hours; the south crosswalk would be significantly impacted during the weekday AM and PM peak hours; and the west crosswalk would be significantly impacted during the weekday PM peak hour. The following mitigation measures were identified for this intersection:
 - Restripe the north crosswalk from its existing width of 12 feet to 15 feet. Impacts to the north crosswalk would be mitigated during all peak hours.
 - Restripe the south crosswalk from its existing width of 12 feet to 13 feet. Impacts to the south crosswalk would be mitigated during the weekday AM peak hour but would remain unmitigated during the weekday PM peak hour.
 - Restripe the west crosswalk from its existing width of 14 feet to 16 feet. Impacts to the west crosswalk would be mitigated during the weekday PM peak hour.
- At 3rd Avenue and 36th Street, the north crosswalk would be significantly impacted during all peak hours, the south crosswalk would be significantly impacted during the weekday midday, PM and Saturday peak hours, and the west crosswalk would be significantly impacted during the weekday PM peak hour. The following measures were identified this intersection:
 - Modify the signal timing during the weekday AM and midday peak hours.
 - Restripe the north crosswalk from its existing width of 13 feet to 17 feet. Impacts to the
 north crosswalk would be mitigated during the weekday AM and midday peak hours but
 would remain unmitigated during the weekday PM and Saturday peak hours.
 - Restripe the south crosswalk from its existing width of 13 feet to 16 feet. Impacts to the south crosswalk would be mitigated during the weekday midday and Saturday peak hours but would remain unmitigated during the weekday PM peak hour.
 - Restripe the west crosswalk from its existing width of 13 feet to 14 feet. Impacts to the west crosswalk would be mitigated during the weekday PM peak hour.
- At 3rd Avenue and 39th Street, the north crosswalk would be significantly impacted during the weekday midday, PM, and Saturday peak hours. The south crosswalk would be significantly impacted during the weekday midday peak hour. The impacts to the north crosswalk during the weekday PM and Saturday peak hours and the impact to the south crosswalk during the weekday midday peak hour could be mitigated by the signal timing and geometric modifications identified in the Traffic section above. The impact to the north crosswalk during the weekday midday peak hour could not be mitigated.
- At 4th Avenue and 35th Street, the west crosswalk would be significantly impacted during the weekday PM peak hour. The impact could be mitigated by restriping the width of this crosswalk from its existing width of 15 feet to 16 feet.
- At 4th Avenue and 39th Street, the north crosswalk would be significantly impacted during the weekday midday peak hour. The impact at this crosswalk could not be mitigated.

CORNERS

Pedestrian impacts were identified at two corner elements at the intersection of 2nd Avenue and 39th Street during the weekday midday, PM and Saturday peak hours. Impacts to these corners could not be mitigated. Typical traffic improvement measures for corner elements include the removal of obstructions, which could not fully mitigate impacts to the two corner elements, or implementation of corner curb extensions, which would interfere with traffic operations at the intersection of 2nd Avenue and 39th Street, which is significantly impacted for traffic during all

peak hours analyzed. However, it should be noted that the levels of service at these corner elements would operate at LOS E or better which is reflective of the change from a quiet area to a busy and vibrant commercial area. Pedestrian flow would be slower due to added activity in the area but there would be adequate area for pedestrians to travel along. No corner element would be expected to operate at LOS F, a condition where pedestrian flow would be severely limited and could potentially result in pedestrians utilizing the roadway area, and in the way of vehicle traffic, while waiting for an opportunity to cross the connecting crosswalks. Significantly impacted corner elements and measures identified to increase the available pedestrian space are described below:

• The southeast corner at the intersection of 2nd Avenue and 39th Street would be significantly impacted during the weekday midday, PM, and Saturday peak hours. The impacts to this corner could not be mitigated; however, the removal of the dilapidated utility pole would increase the available space for pedestrians.

The southwest corner at the intersection of 2nd Avenue and 39th Street would be significantly impacted during the weekday midday, PM, and Saturday peak hours. The impacts to this corner could not be mitigated; however, relocating the mailbox to the adjacent sidewalk would increase the available space for pedestrians.

E. AIR QUALITY

Chapter 13, "Air Quality," presents the maximum predicted carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) concentrations related to traffic generated by the Proposed Project, and concludes that the Proposed Project would exceed the annual <u>PM_{2.5}</u> *de minimis* criterion of 0.1 μ g/m³ for the annual averaging period-for all three sites. Therefore, air quality mitigation is required at these locations.

Traffic mitigation measures were developed to reduce congestion and increase speeds along 39th Street as well as other locations in the affected area. **Table 20-11** presents the results of the mobile source analysis with the proposed traffic mitigation measures for the three analysis sites.

As shown in the table, the results of this modeling analysis (performed in accordance with methodologies described in Chapter 13, "Air Quality") indicate that annual incremental concentrations of $PM_{2.5}$ would be significantly lower than the With Action condition, and would not exceed the *de minimis* criteria for $PM_{2.5}$. Therefore, no unmitigated significant adverse air quality impacts would remain upon incorporation of the mitigation measures.

 Table 20-11

 Maximum Predicted Annual Average PM2.5 Incremental Concentrations with Traffic Mitigations (µg/m³)

Analysis Site	Location	Increment	Increment (With Mitigation)	De Minimis Criterion				
1	1st Avenue and 39th Street	0.3	0.07	0.1				
2	2nd Avenue and 39th Street	0.8	0.07	0.1				
3 3rd Avenue and 39th Street 1.1 0.03 0.1								
Note: PM _{2.5} de minimis criteria—annual (neighborhood scale), 0.1 µg/m ³ .								

F. NOISE

Significant adverse noise impacts are predicted to occur at the residential building on 41st Street between 1st and 2nd Avenues (166 41st Street). At this site, field observations indicated the

presence of insulated glass windows and some form of alternative ventilation (i.e., window air conditioning units) at some windows. To mitigate the significant adverse noise impacts at this location, window air conditioning units would be made available by the Applicant to apartments that do not already have an alternate means of ventilation. This commitment will be recorded in the RD. Consequently, even during warm weather conditions, interior noise levels would be approximately 25 dBA less than exterior noise levels. The double-glazed windows and alternative ventilation at this residential structure would provide a substantial amount of sound attenuation, and would result in interior noise levels that are below 45 dBA L_{10} , which would be considered acceptable for residential use according to CEQR noise exposure guidance. Therefore, the provision of window air conditioning units by the Applicant would fully mitigate the significant adverse noise impacts predicted to occur at this building.

G. CONSTRUCTION NOISE

Significant adverse noise impacts are predicted to occur at the residential building at 968 3rd Avenue as a result of construction of the proposed Gateway Building. To mitigate the significant adverse noise impacts at this location, window air conditioning units would be made available by the Applicant to apartments that do not already have an alternate means of ventilation. <u>This commitment will be recorded in the RD.</u> Consequently, even during warm weather conditions, interior noise levels would be approximately 25 dBA less than exterior noise levels. The double-glazed windows and alternative ventilation at this residential structure would provide a substantial amount of sound attenuation, and during the most noise-intensive construction activities would result in interior noise levels below 60 dBA L_{10} , which is 15 dBA greater than the level considered acceptable according to CEQR noise exposure guidelines. Therefore, the provision of window air conditioning units by the Applicant would partially mitigate the significant adverse noise impacts predicted to occur at this building.

Significant adverse noise impacts are also predicted to occur at Industry City Buildings 9 and 10 as a result of construction of the proposed Building 11. To mitigate the significant adverse noise impacts at these locations, a minimum of 28 dBA window/wall attenuation would be provided for newly introduced academic spaces in these buildings, along with an alternate means of ventilation. Consequently, even during warm weather conditions, interior noise levels would be approximately 28 dBA less than exterior noise levels. With this level of attenuation, during the most noise-intensive construction activities would result in interior noise levels below 57 dBA L₁₀, which is 12 dBA greater than the level considered acceptable according to CEQR noise exposure guidelines. Therefore, the provision of this level of window/wall attenuation by the Applicant would partially mitigate the significant adverse noise impacts predicted to occur at these buildings.

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