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~~has consulted 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 include~~will 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 be~~have 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 citywide.~~

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 weekday~~end~~ 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

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 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. 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.

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 elements would operate at LOS F, there would be adequate space to accommodate overall 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 queue in. ~~Again, these conditions are reflective of a busy and vibrant commercial area.~~

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 $\mu g/m^3$.

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

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 Industry City Buildings 9 and 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. Commitments to f~~F~~inal mitigation measures will be ~~incorporated into the FEIS and~~documented in a RD recorded as part of the Proposed Actions.

Furthermore, measures to mitigate the impacts of the Proposed Project on the Bush Terminal Historic District ~~will be~~have been 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~~has consulted with LPC to develop and implement appropriate mitigation measures to partially mitigate this impact. Mitigation ~~measures are expected to include~~will 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 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. ~~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
Traffic Impact Mitigation Summary

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

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 INTERSECTIONS				
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

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

Intersection	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
UNSIGNALIZED 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 = Northbound; SB = Southbound; L = Left turn; T = Through; R= Right turn; DefL = De facto left turn movement

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).

TABLE 20-3
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control Mvt.	V/C	Delay	LOS	2027 With Action Control Mvt.	V/C	Delay	LOS	2027 With Action w/ Improvements Control Mvt.	V/C	Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Second Avenue and 39th Street														
39th Street	EB	LTR	0.61	43.0	D	LTR	1.18	148.2	F	TR	0.61	35.6	D	- **Partially Mitigated**
	WB 1	LTR	1.44	241.7	F	LTR	2.42	677.7	F	LTR	1.03	66.4	E	- Prohibit EB left turns and install appropriate signage
39th Street (ramp)	WB 2	LT	1.57	295.7	F	LT	1.64	328.1	F	LT	1.58	302.1	F	and pavement markings.
		R	0.37	27.3	C	R	0.80	50.3	D	R	0.75	43.9	D	- Install "No Standing Anytime" regulations along the
Second Avenue	NB	LTR	0.83	39.3	D	LTR	0.95	53.9	D	TR	0.90	48.9	D	south curb of the EB approach for 250 feet to allow for
	SB	LTR	0.38	27.4	C	LTR	0.48	30.0	C	LTR	0.27	26.3	C	an additional travel lane.
														- Install "No Standing Anytime" regulations along the north curb of the WB receiving side.
	Overall Intersection	**-**	**1.27**	**151.4**	**F**	**-**	**1.60**	**263.1**	**F**	**-**	**1.19**	**130.1**	**F**	- 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 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 travel lane and one 11-foot travel lane.
														- Shift the 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 18-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 travel lane to one 16-foot wide travel lane.
														- Modify signal timing: Shift 1 sec of green time from the NB/SB phase to the WB Off-ramp phase. Shift one sec of green time from the NB/SB phse to the EB/WB phase. [NB/SB green time shifts from 27 sec to 25 sec. WB Off-ramp phase green time shifts from 27 sec to 28 sec. EB/WB green time shifts from 21 sec to 22 sec].
Second Avenue and 42nd Street														
42nd Street	EB	LTR	0.32	23.7	C	LTR	0.53	28.2	C	LT	0.39	24.9	C	- Install "No Standing Anytime" regulations along the
		-	-	-	-	-	-	-	-	R	0.13	20.9	C	south curb of the EB approach for 80 feet to allow for an
Second Avenue	NB	TR	0.64	17.2	B	TR	0.65	17.4	B	TR	0.65	17.4	B	additional travel lane.
	SB	LT	0.81	21.2	C	LT	0.85	23.2	C	LT	0.74	19.0	B	- Restripe the eastbound approach from one 30-foot wide travel lane with parking on both sides to
	Overall Intersection	**-**	**0.62**	**19.8**	**B**	**-**	**0.72**	**21.8**	**C**	**-**	**0.61**	**19.2**	**B**	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]**
Second Avenue and 43rd Street														
43rd Street	WB	LTR	0.65	29.8	C	LTR	0.77	34.3	C	LTR	0.77	34.3	C	- Mitigation not required.
Second Avenue	NB	LT	0.66	18.8	B	LT	0.71	20.6	C	LT	0.71	20.6	C	
	SB	TR	0.79	22.4	C	TR	0.80	23.1	C	TR	0.80	23.1	C	
	Overall Intersection	**-**	**0.74**	**22.9**	**C**	**-**	**0.79**	**25.1**	**C**	**-**	**0.79**	**25.1**	**C**	
Third Avenue and Prospect Avenue														
Prospect Avenue	WB	L	0.92	72.1	E	L	0.95	77.4	E	L	0.92	71.0	E	- Modify signal timing. Shift 1 sec of green time from
		T	1.06	118.0	F	T	1.07	120.6	F	T	1.04	108.8	F	NB lead phase to WB phase. [NB lead green
		R	0.40	50.3	D	R	0.40	50.3	D	R	0.39	49.1	D	time shifts from 57 sec to 56 sec; WB green time
Third Avenue	NB	L	0.80	33.4	C	L	0.85	35.5	D	L	0.86	37.2	D	shifts from 29 sec to 30 sec.]
		T	0.60	4.1	A	T	0.61	4.2	A	T	0.61	4.7	A	
	SB	T	0.23	43.0	D	T	0.26	43.5	D	T	0.26	43.5	D	
		R	0.83	65.2	E	R	0.83	65.2	E	R	0.83	65.2	E	
	Overall Intersection	**-**	**0.88**	**45.9**	**D**	**-**	**0.90**	**47.6**	**D**	**-**	**0.90**	**46.3**	**D**	
Third Avenue and 29th Street														
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
Third Avenue	NB	TR	0.97	11.1	B	TR	1.01	20.0	B	TR	1.05	40.1	D	NB/SB phase to EB/WB phase. [NB/SB green time
	SB	LT	0.29	11.3	B	LT	0.32	11.6	B	LT	0.33	13.0	B	shifts from 85 sec to 82 sec; EB/WB green time shifts
														from 40 sec to 43 sec.]
	Overall Intersection	**-**	**-**	**15.2**	**B**	**-**	**-**	**22.3**	**C**	**-**	**-**	**35.4**	**D**	
Third Avenue and 30th Street														
30th Street	EB	R	0.00	0.0	A	R	0.00	0.0	A	R	0.00	0.0	A	- Intersection delays changed as a result of diverted
	WB	LTR	0.15	36.8	D	LTR	0.15	36.9	D	LTR	0.15	36.9	D	volumes resulting from the eastbound left turn prohibition
Third Avenue	NB	LT	0.95	16.0	B	LT	0.99	22.8	C	LT	0.99	34.8	C	at the intersection of Second Avenue and 39th Street.
	SB	TR	0.28	4.1	A	TR	0.31	4.1	A	TR	0.31	3.2	A	
	Overall Intersection	**-**	**-**	**13.8**	**B**	**-**	**-**	**18.8**	**B**	**-**	**-**	**27.7**	**C**	
Third Avenue and 32nd Street														
32nd 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
	WB	LTR	0.27	37.7	D	LTR	0.29	38.1	D	LTR	0.29	38.1	D	volumes resulting from the eastbound left turn prohibition
Third Avenue	NB	LT	0.99	50.1	D	LT	1.05	51.8	D	LT	1.06	52.1	D	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**	
Third Avenue and 33rd Street														
33rd Street	EB	LTR	0.24	37.0	D	LTR	0.35	39.1	D	LTR	0.35	39.1	D	- **Unmitigatable**
Third Avenue	NB	TR	1.01	28.7	C	TR	1.07	54.3	D	T	1.08	54.3	D	Intersection delays changed as a result of diverted
	SB	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.
	Overall Intersection	**-**	**-**	**24.4**	**C**	**-**	**-**	**43.9**	**D**	**-**	**-**	**43.9**	**D**	

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Highlighting denotes a significantly impacted movement.

TABLE 20-3
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control				2027 With Action Control				2027 With Action w/ Improvements Control				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Third Avenue and 34th Street														
34th Street	WB	LTR	0.54	44.9	D	LTR	0.66	49.4	D	LTR	0.66	49.4	D	- Intersection delays changed as a result of diverted
Third Avenue	NB	LT	0.93	48.0	D	LT	0.99	47.1	D	LT	0.99	47.0	D	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**	
Third Avenue and 35th Street														
35th Street	EB	LTR	0.33	39.0	D	LTR	0.32	39.0	D	LTR	0.32	39.0	D	- **Unmitigatable**
Third Avenue	NB	TR	1.02	28.2	C	TR	1.10	56.9	E	T	1.10	59.0	E	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**	**C**	**-**	**-**	**45.5**	**D**	**-**	**-**	**47.1**	**D**	
Third Avenue and 36th Street														
36th Street	WB	LT	0.49	42.9	D	LT	0.53	44.0	D	LT	0.53	44.0	D	- Intersection delays changed as a result of diverted
		R	0.71	56.9	E	R	0.75	60.0	E	R	0.75	60.0	E	volumes resulting from the eastbound left turn prohibition
Third Avenue	NB	LT	0.92	49.1	D	LT	1.01	47.1	D	LT	1.01	47.4	D	at the intersection of Second Avenue and 39th Street.
	SB	TR	0.30	5.2	A	TR	0.35	5.0	A	TR	0.35	5.0	A	
	Overall Intersection	**-**	**-**	**40.2**	**D**	**-**	**-**	**38.4**	**D**	**-**	**-**	**38.7**	**D**	
Third Avenue and 37th Street														
37th Street	EB	LTR	0.17	34.5	C	LTR	0.18	34.6	C	LTR	0.18	34.6	C	- Intersection delays changed as a result of diverted
Third Avenue	NB	TR	0.99	19.7	B	TR	1.02	30.6	C	TR	1.03	38.3	D	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.31	7.4	A	LT	0.34	7.0	A	LT	0.34	7.0	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**17.6**	**B**	**-**	**-**	**25.3**	**C**	**-**	**-**	**31.0**	**C**	
Third Avenue and 39th Street														
39th Street	EB	LTR	1.05	122.9	F	LTR	1.45	269.4	F	LT	0.59	46.3	D	- Prohibit EB left turns (except for trucks and buses) and
		-	-	-	-	-	-	-	-	R	0.28	37.8	D	install the appropriate turn prohibition signage
	WB	LTR	0.94	90.2	F	LTR	1.33	205.5	F	LT	0.72	50.8	D	and pavement markings.
		-	-	-	-	-	-	-	-	R	0.79	62.8	E	- Install "No Standing Anytime" regulations along the
Third Avenue	NB	LTR	0.87	48.8	D	LTR	0.88	48.9	D	LTR	0.77	7.8	A	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	A	for an additional travel lane.
	Overall Intersection	**-**	**-**	**51.5**	**D**	**-**	**-**	**86.1**	**F**	**-**	**-**	**16.4**	**B**	- 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 side 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 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.]
Third Avenue and 40th Street														
40th Street	EB	LTR	0.42	41.7	D	LTR	0.48	43.2	D	LTR	0.53	42.4	D	- Install "No Standing Anytime" regulations along the north curb
Third Avenue	NB	TR	0.91	5.4	A	TR	0.92	6.3	A	TR	0.92	6.3	A	of the EB approach for 250 feet to provide an additional travel lane.
	SB	LT	0.30	6.4	A	LT	0.32	6.2	A	LT	0.32	7.4	A	- 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
	Overall Intersection	**-**	**-**	**7.4**	**A**	**-**	**-**	**8.3**	**A**	**-**	**-**	**10.3**	**B**	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]**
Third Avenue and 41st Street														
41st Street	WB	LTR	0.42	42.4	D	LTR	0.55	46.2	D	LTR	0.53	45.4	D	- Restripe the SB approach from two 12 foot travel lanes and one
Third Avenue	NB	LT	0.92	49.9	D	LT	0.94	50.3	D	LT	0.94	49.5	D	25 foot travel lane with parking to three 12 foot travel lanes and
	SB	TR	0.30	4.2	A	TR	0.33	4.5	A	TR	0.33	4.4	A	one 13 foot parking lane which would be a right turn lane during the weekday PM peak hour.
	Overall Intersection	**-**	**-**	**39.5**	**D**	**-**	**-**	**39.6**	**D**	**-**	**-**	**22.7**	**C**	- 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. **[Measures reflect improvements needed for the weekday Midday, PM, and Saturday peak hours]**
Third Avenue and 42nd Street														
42nd Street	EB	LTR	0.33	39.6	D	LTR	0.55	45.5	D	LTR	0.54	44.3	D	- Modify signal timing. Shift 1 sec of green time from
Third Avenue	NB	TR	0.94	8.7	A	TR	0.96	10.7	B	TR	0.98	12.9	B	NB/SB phase to EB/WB phase. [NB/SB green time
	SB	LT	0.30	5.1	A	LT	0.32	4.9	A	LT	0.33	5.2	A	shifts from 85 sec to 84 sec; EB/WB green time shifts
	Overall Intersection	**-**	**-**	**9.2**	**A**	**-**	**-**	**11.6**	**B**	**-**	**-**	**13.1**	**B**	from 40 sec to 41 sec.]
Third Avenue and 43rd Street														
43rd Street	WB	LTR	0.35	38.8	D	LTR	0.41	39.8	D	LTR	0.41	39.8	D	- Mitigation not required.
Third Avenue	NB	LT	0.89	52.0	D	LT	0.91	52.3	D	LT	0.91	52.3	D	
	SB	TR	0.32	4.7	A	TR	0.35	5.4	A	TR	0.35	5.2	A	
	Overall Intersection	**-**	**-**	**40.6**	**D**	**-**	**-**	**40.3**	**D**	**-**	**-**	**40.3**	**D**	

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NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control				2027 With Action Control				2027 With Action w/ Improvements Control				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Third Avenue and 44th Street														
44th Street	EB	LTR	0.50	44.1	D	LTR	0.65	50.2	D	LT	0.46	42.8	D	- Install "No Standing Anytime" regulations along the
		-	-	-	-	-	-	-	-	R	0.22	38.2	D	north curb of the EB approach for 125 feet from the
Third Avenue	NB	TR	0.87	24.9	C	TR	0.89	26.6	C	TR	0.89	26.6	C	intersection.
	SB	LT	0.30	5.5	A	LT	0.34	5.1	A	LT	0.34	5.1	A	- Install "No Standing Anytime" regulations along the
														south curb of the EB approach for 100 feet from the
	Overall Intersection	**-**	**-**	**21.6**	**C**	**-**	**-**	**23.1**	**C**	**-**	**-**	**22.5**	**C**	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														
34th Street	WB	LTR	0.81	58.2	E	LTR	0.81	58.2	E					- Mitigation not required.
Third Avenue	NB	L	0.40	12.9	B	L	0.73	30.5	C					
		T	0.75	11.9	B	T	0.76	12.1	B					
	SB	TR	0.58	16.2	B	TR	0.60	16.6	B					
	Overall Intersection	**-**	**0.77**	**17.3**	**B**	**-**	**0.77**	**18.1**	**B**					
Fourth Avenue and 36th Street														
36th Street	WB	LTR	1.12	129.9	F	LTR	1.19	156.5	F	LTR	1.11	123.8	F	- Modify signal timing. Shift 2 sec of green time from
Fourth Avenue	NB	T	0.65	8.8	A	T	0.68	9.0	A	T	0.70	10.5	B	NB/SB phase to EB/WB phase. [NB/SB green time
	SB	TR	0.64	16.9	B	TR	0.66	17.4	B	TR	0.68	19.0	B	shifts from 73 sec to 71 sec; EB/WB green time shifts
	Overall Intersection	**-**	**0.79**	**26.0**	**C**	**-**	**0.83**	**29.8**	**C**	**-**	**0.83**	**27.1**	**C**	from 30 sec to 32 sec.]
Fourth Avenue and 37th Street														
37th Street	EB	LTR	0.55	44.0	D	LTR	0.62	46.4	D	LT	0.48	44.2	D	- Install "No Standing 7 AM to 7 PM Except Sunday" regulations
		-	-	-	-	-	-	-	-	R	0.28	41.7	D	along the south curb of the EB approach for 100 feet from the
Fourth Avenue	NB	TR	0.72	9.9	A	TR	0.75	10.2	B	TR	0.72	8.0	A	intersection to allow for an additional travel lane during
	SB	L	0.63	39.8	D	L	0.73	55.1	E	L	0.66	41.1	D	these times.
		T	0.54	14.6	B	T	0.56	14.8	B	T	0.54	13.0	B	- Modify signal timing. Shift 3 sec of green time from
														EB/WB phase to NB/SB phase. [EB/WB green time
	Overall Intersection	**-**	**0.68**	**13.8**	**B**	**-**	**0.70**	**14.6**	**B**	**-**	**0.65**	**12.3**	**B**	shifts from 30 sec to 27 sec; NB/SB green time shifts
														from 73 sec to 76 sec.]
Fourth Avenue and 38th Street														
38th Street	EB	L	0.81	57.0	E	L	0.85	61.3	E	L	0.77	51.0	D	- **Partially Mitigated**
		LT	0.81	56.6	E	LT	0.84	59.5	E	LT	0.76	50.0	D	- Modify signal timing. Shift 3 sec of green time from
		R	0.56	44.1	D	R	0.82	58.4	E	R	0.74	49.7	D	NB/SB phase to EB/WB phase. [NB/SB green time
Fourth Avenue	NB	TR	0.94	23.7	C	TR	0.97	27.2	C	TR	1.01	39.8	D	shifts from 67 sec to 64 sec; EB/WB green time shifts
	SB	T	0.61	19.1	B	T	0.63	19.6	B	T	0.66	22.0	C	from 31 sec to 34 sec.]
	Overall Intersection	**-**	**0.88**	**30.1**	**C**	**-**	**0.92**	**34.1**	**C**	**-**	**0.89**	**37.5**	**D**	
Fourth Avenue and 39th Street														
39th Street	EB	L	0.22	37.6	D	L	0.47	47.8	D	L	0.46	47.0	D	- **Partially Mitigated**
		TR	0.68	48.1	D	TR	0.78	53.4	D	TR	0.78	53.4	D	- Restripe the southbound left turn lane from 9 feet in
	WB	L	0.52	49.6	D	L	0.64	61.3	E	L	0.64	61.3	E	width to 11 feet (the southbound approach painted
		TR	0.85	66.7	E	TR	1.00	96.2	F	TR	1.00	96.2	F	median would be narrowed from three feet to one foot)
Fourth Avenue	NB	TR	0.82	13.2	B	TR	0.84	13.7	B	TR	0.84	13.7	B	
	SB	L	0.69	55.4	E	L	0.76	67.1	E	L	0.71	56.1	E	
		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**	
Fourth Avenue and 40th Street														
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
Fourth Avenue	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.]
	Overall Intersection	**-**	**0.78**	**19.0**	**B**	**-**	**0.79**	**19.6**	**B**	**-**	**0.79**	**18.6**	**B**	

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INTERSECTION & APPROACH		2027 No Action Mvt.	V/C	Control Delay	LOS	2027 With Action Mvt.	V/C	Control Delay	LOS	2027 With Action w/ Improvements Mvt.	V/C	Control Delay	LOS	Mitigation Measures
UNSIGNALIZED INTERSECTIONS														
First Avenue and 39th Street							(SIGNALIZED)				(SIGNALIZED)			
First Avenue	NB	LR	-	51.3	F	L	0.05	24.7	C	L	0.05	24.7	C	- Intersection delays changed as a result of diverted
		-	-	-	-	R	0.32	8.3	A	R	0.32	8.3	A	volumes resulting from westbound left turn
39th Street	EB	TR	-	0.0	A	TR	0.09	26.9	C	TR	0.09	26.9	C	prohibition at the intersection of Second Avenue and
	WB	LT	-	16.2	C	L	0.58	25.8	C	L	0.58	25.8	C	39th Street
		-	-	-	-	LT	0.51	25.1	C	LT	0.51	25.1	C	
	Overall Intersection	**-**	**-**	**6.6**	**A**	**-**	**0.26**	**20.8**	**C**	**-**	**0.26**	**20.8**	**C**	
First Avenue and 41st Street														
First Avenue	SB	LT	-	7.4	A	LT	-	7.6	A	LT	-	7.6	A	- Intersection delays changed as a result of diverted
41st Street	WB	LR	-	10.0	A	LR	-	11.6	B	LR	-	11.8	B	volumes resulting from westbound left turn
														prohibition at the intersection of Second Avenue and
	Overall Intersection	**-**	**-**	**2.1**	**A**	**-**	**-**	**3.1**	**A**	**-**	**-**	**3.0**	**A**	39th Street
First Avenue and 42nd Street														
First Avenue	NB	LTR	-	7.7	A	LTR	-	7.8	A	LTR	-	7.9	A	- Install "No Standing Anytime" regulation along the north
	SB	LTR	-	7.7	A	LTR	-	8.1	A	LTR	-	8.1	A	curb of the EB receiving side for 20 feet to accommodate
42nd Street	EB	LTR	-	13.9	B	LTR	-	22.3	C	LTR	-	23.1	C	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-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]**
First Avenue and 43rd Street														
First Avenue	NB	LT	-	7.5	A	LT	-	7.7	A	LT	-	7.8	A	- Intersection delays changed as a result of diverted
43rd Street	EB	LR	-	12.8	B	LR	-	15.2	C	LR	-	15.9	C	volumes resulting from westbound left turn prohibition
	WB	LTR	-	12.6	B	LTR	-	14.1	B	LTR	-	14.8	B	at the intersection of Second Avenue and 39th Street
	Overall Intersection	**-**	**-**	**7.6**	**A**	**-**	**-**	**8.4**	**A**	**-**	**-**	**8.4**	**A**	
First Avenue and 44th Street														
First Avenue	SB	LT	-	7.7	A	LT	-	7.9	A	LT	-	7.9	A	- Mitigation not required.
	Overall Intersection	**-**	**-**	**1.0**	**A**	**-**	**-**	**2.2**	**A**	**-**	**-**	**2.2**	**A**	
Second Avenue and 29th Street														
Second Avenue	NB	LTR	-	7.6	A	LTR	-	7.6	A	LTR	-	7.6	A	- Intersection delays changed as a result of diverted
	SB	LTR	-	9.5	A	LTR	-	9.5	A	LTR	-	9.4	A	volumes resulting from the eastbound left turn prohibition
29th Street	EB	LTR	-	12.2	B	LTR	-	12.2	B	LTR	-	12.1	B	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**10.4**	**B**	**-**	**-**	**10.4**	**B**	**-**	**-**	**10.3**	**B**	
Second Avenue and 32nd Street														
Second Avenue	NB	LTR	-	7.2	A	LTR	-	7.2	A	LTR	-	7.2	A	- Intersection delays changed as a result of diverted
	SB	LTR	-	8.7	A	LTR	-	9.1	A	LTR	-	9.1	A	volumes resulting from the eastbound left turn prohibition
32nd Street	EB	LTR	-	8.6	A	LTR	-	8.6	A	LTR	-	8.6	A	at the intersection of Second Avenue and 39th Street.
	WB	LTR	-	16.3	C	LTR	-	18.5	C	LTR	-	17.8	C	
	Overall Intersection	**-**	**-**	**5.1**	**A**	**-**	**-**	**5.5**	**A**	**-**	**-**	**4.8**	**A**	
Second Avenue and 33rd Street														
Second Avenue	SB	LT	-	8.9	A	LT	-	9.6	A	LT	-	9.5	A	- Intersection delays changed as a result of diverted
														volumes resulting from the eastbound left turn prohibition
	Overall Intersection	**-**	**-**	**0.5**	**A**	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.9**	**A**	at the intersection of Second Avenue and 39th Street.
Second Avenue and 34th Street														
34th Street	WB	LR	-	12.7	B	LR	-	14.8	B	LR	-	14.4	B	- Intersection delays changed as a result of diverted
														volumes resulting from the eastbound left turn prohibition
	Overall Intersection	**-**	**-**	**2.5**	**A**	**-**	**-**	**3.6**	**A**	**-**	**-**	**3.6**	**A**	at the intersection of Second Avenue and 39th Street.
Second Avenue and 35th Street														
Second Avenue	SB	LT	-	9.2	A	LT	-	9.5	A	LT	-	9.4	A	- Intersection delays changed as a result of diverted
														volumes resulting from the eastbound left turn prohibition
	Overall Intersection	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**	at the intersection of Second Avenue and 39th Street.
Second Avenue and 36th Street														
36th Street	WB	LR	-	14.7	B	LR	-	17.1	C	LR	-	16.5	C	- Intersection delays changed as a result of diverted
														volumes resulting from the eastbound left turn prohibition
	Overall Intersection	**-**	**-**	**4.1**	**A**	**-**	**-**	**4.5**	**A**	**-**	**-**	**4.5**	**A**	at the intersection of Second Avenue and 39th Street.
Second Avenue and 37th Street														
Second Avenue	SB	LT	-	10.6	B	LT	-	14.9	B	LT	-	10.2	B	- Intersection delays changed as a result of diverted
														volumes resulting from the eastbound left turn prohibition
	Overall Intersection	**-**	**-**	**0.6**	**A**	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.6**	**A**	at the intersection of Second Avenue and 39th Street.
Second Avenue and 40th Street														
Second Avenue	SB	LT	-	9.2	A	LT	-	9.4	A	LT	-	10.6	B	- Intersection delays changed as a result of diverted
														volumes resulting from westbound left turn prohibition
	Overall Intersection	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.8**	**A**	**-**	**-**	**2.1**	**A**	at the intersection of Second Avenue and 39th Street

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

TABLE 20-3
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Mvt.	V/C	Control Delay	LOS	2027 With Action Mvt.	V/C	Control Delay	LOS	2027 With Action w/ Improvements Mvt.	V/C	Control Delay	LOS	Mitigation Measures
Second Avenue and 41st Street														
Second Avenue	NB	LT	-	8.7	A	LT	-	8.8	A					- **Unmitigatable**
41st Street	EB	LR	-	20.2	C	LR	-	103.2	F					- Eastbound approach carries less than 90 passenger car equivalents, therefore no significant impacts were identified for this approach.
	WB	LTR	-	36.4	E	LTR	-	120.9	F					
	Overall Intersection	**-**	**-**	**4.9**	**A**	**-**	**-**	**24.9**	**C**					
Second Avenue and 44th Street														
Second 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	
44th Street	EB	LTR	-	11.7	B	LTR	-	13.8	B	LTR	-	13.8	B	
	Overall Intersection	**-**	**-**	**31.0**	**D**	**-**	**-**	**46.7**	**E**	**-**	**-**	**46.7**	**E**	
Third Avenue and 31st Street														
Third Avenue	SB	LT	-	0.3	A	LT	-	0.3	A	LT	-	0.3	A	- Mitigation not required.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Third Avenue and 38th Street														
38th Street	SB	LT	-	0.3	A	LT	-	0.3	A	LT	-	1.3	A	- Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an additional travel lane during this time.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.2**	**A**	- 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.

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

TABLE 20-4
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action				2027 With Action				2027 With Action w/ Improvements				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
Second Avenue and 39th Street														
39th Street	EB	LTR	0.80	56.7	E	LTR	2.05	520.7	F	TR	1.09	98.6	F	- **Partially Mitigated**
	WB 1	LTR	1.58	308.2	F	LTR	4.35	1547.0	F	TR	0.99	56.5	E	- Prohibit EB left turns and install appropriate signage and pavement markings.
39th Street (ramp)	WB 2	LT	1.18	132.7	F	LT	1.42	231.4	F	LT	1.32	187.4	F	- 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 signage and pavement markings.
		R	0.33	26.1	C	R	1.20	162.7	F	R	1.06	109.9	F	
Second Avenue	NB	LTR	0.53	29.6	C	LTR	0.73	37.2	D	TR	0.67	38.3	D	- Install "No Standing Anytime" regulations along the south curb of the EB approach for 250 feet to allow for an additional travel lane.
	SB	LTR	0.56	31.6	C	LTR	0.81	47.1	D	LTR	0.49	32.2	C	- Install "No Standing Anytime" regulations along the north curb of the WB receiving side.
	Overall Intersection	**-**	**1.07**	**114.4**	**F**	**-**	**2.02**	**608.7**	**F**	**-**	**1.06**	**97.0**	**F**	- 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 one 12-foot travel lane and one 9-foot parking lane to one 10-foot travel lane and one 11-foot travel lane.
														- Shift the 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 18-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 travel lane to one 16-foot wide travel lane.
														- Modify signal timing: Shift 3 sec of green time from NB/SB phase to EB/WB phase. Shift 2 sec green time from the NB/SB phase to the WB Off-ramp phase. [NB/SB green time shifts from 27 sec to 22 sec. EB/WB green time shifts from 21 sec to 24 sec. WB Off-ramp phase green time shifts form 27 sec to 29 sec]
Second Avenue and 42nd Street														
42nd Street	EB	LTR	0.41	25.6	C	LTR	1.06	91.6	F	LT	0.85	43.4	D	- Install "No Standing Anytime" regulations along the south curb of the EB approach for 80 feet to allow for an additional travel lane.
		-	-	-	-	-	-	-	-	R	0.08	17.7	B	
Second Avenue	NB	TR	0.45	14.1	B	TR	0.47	14.5	B	TR	0.51	17.7	B	
	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 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.
	Overall Intersection	**-**	**0.61**	**19.0**	**B**	**-**	**0.91**	**42.6**	**D**	**-**	**0.82**	**28.8**	**C**	
														- Modify signal timing. Shift 4 sec of green time from NB/SB phase to EB phase. [NB/SB green time shifts from 49 sec to 45 sec; EB green time shifts from 31 sec to 35 sec.]
Second Avenue and 43rd Street														
43rd Street	WB	LTR	0.35	23.9	C	LTR	0.59	29.3	C	LTR	0.59	29.3	C	- Intersection delays changed as a result of diverted volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
Second Avenue	NB	LT	0.35	12.7	B	LT	0.44	14.2	B	LT	0.43	14.0	B	
	SB	TR	0.65	17.5	B	TR	0.69	18.6	B	TR	0.58	16.0	B	
	Overall Intersection	**-**	**0.53**	**17.3**	**B**	**-**	**0.65**	**20.0**	**C**	**-**	**0.58**	**19.0**	**B**	
Third Avenue and Prospect Avenue														
Prospect Avenue	WB	L	0.85	58.1	E	L	0.92	64.8	E					- **Unmitigatable**
		T	0.54	47.4	D	T	0.55	47.7	D					
		R	0.31	42.5	D	R	0.31	42.5	D					
Third Avenue	NB	L	0.98	66.2	E	L	1.08	98.1	F					
		T	0.45	12.4	B	T	0.48	13.0	B					
	SB	T	0.18	35.8	D	T	0.23	36.4	D					
		R	0.63	46.1	D	R	0.63	46.1	D					
	Overall Intersection	**-**	**0.82**	**50.8**	**D**	**-**	**0.88**	**65.2**	**E**					
Third Avenue and 29th Street														
29th Street	EB	LTR	0.66	52.6	D	LTR	0.69	54.3	D	LTR	0.61	49.9	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.
Third Avenue	NB	TR	0.61	5.0	A	TR	0.70	5.3	A	TR	0.71	5.4	A	
	SB	LT	0.32	11.1	B	LT	0.37	11.8	B	LT	0.37	11.8	B	
	Overall Intersection	**-**	**-**	**11.5**	**B**	**-**	**-**	**11.7**	**B**	**-**	**-**	**10.9**	**B**	
Third Avenue and 30th Street														
30th Street	EB	R	0.00	0.0	A	R	0.00	0.0	A	R	0.00	0.0	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.
	WB	LTR	0.16	37.8	D	LTR	0.16	37.8	D	LTR	0.16	37.8	D	
Third Avenue	NB	LT	0.54	6.3	A	LT	0.62	6.8	A	LT	0.63	6.9	A	
	SB	TR	0.32	2.9	A	TR	0.37	2.7	A	TR	0.37	2.8	A	
	Overall Intersection	**-**	**-**	**5.8**	**A**	**-**	**-**	**5.9**	**A**	**-**	**-**	**6.0**	**A**	
Third Avenue and 32nd Street														
32nd Street	EB	LR	0.12	33.8	C	LR	0.56	43.9	D	LR	0.56	43.9	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.
	WB	LTR	0.35	38.4	D	LTR	0.47	40.6	D	LTR	0.47	40.6	D	
Third Avenue	NB	LT	0.57	6.0	A	LT	0.69	15.4	B	LT	0.70	18.6	B	
	SB	LTR	0.41	7.3	A	LTR	0.46	7.1	A	LTR	0.46	7.1	A	
	Overall Intersection	**-**	**-**	**8.7**	**A**	**-**	**-**	**16.2**	**B**	**-**	**-**	**17.9**	**B**	
Third Avenue and 33rd Street														
33rd Street	EB	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 eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
Third Avenue	NB	TR	0.53	2.8	A	TR	0.64	2.8	A	TR	0.65	2.8	A	
	SB	LT	0.32	5.3	A	LT	0.42	7.2	A	LT	0.42	7.2	A	
	Overall Intersection	**-**	**-**	**6.0**	**A**	**-**	**-**	**7.4**	**A**	**-**	**-**	**7.4**	**A**	

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(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

TABLE 20-4
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control Mvt.	V/C	Delay	LOS	2027 With Action Control Mvt.	V/C	Delay	LOS	2027 With Action w/ Improvements Control Mvt.	V/C	Delay	LOS	Mitigation Measures
Third Avenue and 34th Street														
34th 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
Third Avenue	NB	LT	0.49	3.1	A	LT	0.60	4.1	A	LT	0.61	3.4	A	volumes resulting from the eastbound left turn prohibition
	SB	TR	0.32	5.3	A	TR	0.42	5.4	A	TR	0.42	5.4	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**7.0**	**A**	**-**	**-**	**7.1**	**A**	**-**	**-**	**6.7**	**A**	
Third Avenue and 35th Street														
35th Street	EB	LTR	0.36	42.2	D	LTR	0.39	42.8	D	LTR	0.39	42.8	D	- Intersection delays changed as a result of diverted
Third Avenue	NB	TR	0.55	4.6	A	TR	0.68	6.1	A	TR	0.69	4.8	A	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.30	5.4	A	LT	0.39	4.7	A	LT	0.39	4.7	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**6.9**	**A**	**-**	**-**	**7.3**	**A**	**-**	**-**	**6.5**	**A**	
Third Avenue and 36th Street														
36th Street	WB	LT	0.37	42.4	D	LT	0.48	45.4	D	LT	0.47	44.3	D	- Modify signal timing. Shift 1 sec of green time from
		R	0.42	46.0	D	R	0.54	51.9	D	R	0.52	50.0	D	NB/SB phase to EB/WB phase. [NB/SB green time
Third Avenue	NB	LT	0.50	3.2	A	LT	0.61	3.8	A	LT	0.62	4.2	A	shifts from 87 sec to 86 sec; EB/WB green time
	SB	TR	0.33	4.6	A	TR	0.43	4.3	A	TR	0.43	4.6	A	shifts from 38 sec to 39 sec.]
	Overall Intersection	**-**	**-**	**7.6**	**A**	**-**	**-**	**0.6**	**A**	**-**	**-**	**8.3**	**A**	
Third Avenue and 37th Street														
37th Street	EB	LTR	0.24	36.2	D	LTR	0.26	36.6	D	LTR	0.26	36.6	D	- Intersection delays changed as a result of diverted
Third Avenue	NB	TR	0.52	15.5	B	TR	0.64	21.7	C	TR	0.65	21.6	C	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.36	7.1	A	LT	0.46	6.8	A	LT	0.46	6.5	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**14.0**	**B**	**-**	**-**	**16.8**	**B**	**-**	**-**	**16.7**	**B**	
Third Avenue and 39th Street														
39th 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
		-	-	-	-	-	-	-	-	R	0.32	37.4	D	install the appropriate turn prohibition signage
	WB	LTR	0.98	124.2	F	LTR	1.85	424.9	F	LT	1.13	120.6	F	and pavement markings.
		-	-	-	-	-	-	-	-	R	0.73	54.8	D	- Install "No Standing Anytime" regulations along the
Third Avenue	NB	LTR	0.43	3.7	A	LTR	0.46	4.0	A	LTR	0.50	10.8	B	south curb of the EB approach for the entire block to allow
	SB	TR	0.28	12.8	B	TR	0.39	16.9	B	TR	0.42	26.9	C	for an additional travel lane.
	Overall Intersection	**-**	**-**	**46.7**	**D**	**-**	**-**	**19.0**	**B**	**-**	**-**	**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 side 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.]
Third Avenue and 40th Street														
40th Street	EB	LTR	0.31	39.3	D	LTR	0.43	42.0	D	LTR	0.66	44.6	D	- Install "No Standing Anytime" regulations along the north curb
Third Avenue	NB	TR	0.49	5.0	A	TR	0.51	4.7	A	TR	0.52	6.0	A	of the EB approach for 250 feet to provide an additional travel lane.
	SB	LT	0.29	6.3	A	LT	0.33	8.7	A	LT	0.35	8.9	A	- Restripe the SB approach from two 12 foot travel lanes and one
	Overall Intersection	**-**	**-**	**7.5**	**A**	**-**	**-**	**8.9**	**A**	**-**	**-**	**14.4**	**B**	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. - 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.] **[Measures reflect improvements needed for the weekday PM peak hour]**
Third Avenue and 41st Street														
41st Street	WB	LTR	0.55	48.5	D	LTR	0.91	77.6	E	LT	0.63	50.9	D	- Install "No Standing 11 AM to 6 PM Mon - Fri and
		-	-	-	-	-	-	-	-	R	0.20	38.8	D	12 PM to 4 PM Sat" regulations along the
Third Avenue	NB	LT	0.41	5.4	A	LT	0.46	5.3	A	LT	0.46	5.2	A	north curb of the WB approach for 100 feet from the
	SB	TR	0.29	4.2	A	TR	0.34	6.6	A	TR	0.35	5.6	A	intersection to allow for an additional travel lane at the approach during these times.
	Overall Intersection	**-**	**-**	**8.7**	**A**	**-**	**-**	**14.7**	**B**	**-**	**-**	**15.2**	**B**	- 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, 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														
42nd 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
		-	-	-	-	-	-	-	-	R	0.58	48.8	D	12 PM to 4 PM Sat" regulations along the
Third Avenue	NB	TR	0.44	7.0	A	TR	0.49	7.0	A	TR	0.49	6.8	A	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**	**A**	**-**	**-**	**35.1**	**D**	**-**	**-**	**13.2**	**B**	- 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.]
Third Avenue and 43rd Street														
43rd Street	WB	LTR	0.40	43.1	D	LTR	0.66	52.4	D	LTR	0.61	47.7	D	- Modify signal timing. Shift 3 sec of green time from
Third Avenue	NB	LT	0.40	7.0	A	LT	0.45	6.6	A	LT	0.47	7.9	A	NB/SB phase to WB phase. [NB/SB green time
	SB	TR	0.30	5.8	A	TR	0.38	9.7	A	TR	0.40	11.2	B	shifts from 87 sec to 84 sec; WB green time shifts from 38 sec to 41 sec.]
	Overall Intersection	**-**	**-**	**9.0**	**A**	**-**	**-**	**12.2**	**B**	**-**	**-**	**13.0**	**B**	

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(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

TABLE 20-4
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control				2027 With Action Control				2027 With Action w/ Improvements Control				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	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	- Install "No Standing Anytime" regulations along the
		-	-	-	-	-	-	-	-	R	0.28	41.0	D	north curb of the EB approach for 125 feet from the
Third Avenue	NB	TR	0.38	11.8	B	TR	0.43	12.4	B	TR	0.43	12.4	B	intersection.
	SB	LT	0.32	4.4	A	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**	**B**	**-**	**-**	**16.0**	**B**	**-**	**-**	**13.4**	**B**	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														
34th Street	WB	LTR	0.40	39.9	D	LTR	0.40	39.9	D					- Mitigation not required.
Third Avenue	NB	L	0.45	18.2	B	L	0.52	21.3	C					
		T	0.74	20.0	C	T	0.79	21.9	C					
	SB	TR	0.46	14.1	B	TR	0.50	14.6	B					
	Overall Intersection	**-**	**0.63**	**19.2**	**B**	**-**	**0.68**	**20.4**	**C**					
Fourth Avenue and 36th Street														
36th 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
Fourth Avenue	NB	T	0.83	24.3	C	T	0.89	27.5	C	T	0.92	30.8	C	NB/SB phase to WB phase. [NB/SB green time
	SB	TR	0.57	18.1	B	TR	0.62	19.1	B	TR	0.64	20.7	C	shifts from 68 sec to 66 sec; WB green time shifts
														from 35 sec to 37 sec.]
	Overall Intersection	**-**	**0.78**	**24.6**	**C**	**-**	**0.86**	**27.9**	**C**	**-**	**0.86**	**29.6**	**C**	
Fourth Avenue and 37th Street														
37th 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" regulations
		-	-	-	-	-	-	-	-	R	0.28	38.7	D	along the south curb of the EB approach for 100 feet from the
Fourth Avenue	NB	TR	0.78	20.1	C	TR	0.83	22.3	C	TR	0.83	22.3	C	intersection to allow for an additional travel lane during
	SB	L	0.54	26.9	C	L	0.69	43.2	D	L	0.69	43.2	D	these times.
		T	0.45	13.3	B	T	0.49	13.9	B	T	0.49	13.9	B	
	Overall Intersection	**-**	**0.70**	**19.7**	**B**	**-**	**0.80**	**22.8**	**C**	**-**	**0.73**	**21.8**	**C**	
Fourth Avenue and 38th Street														
38th Street	EB	L	0.68	43.2	D	L	0.72	44.9	D					- **Unmitigatable**
		LT	0.64	41.6	D	LT	0.66	42.3	D					
		R	0.54	38.6	D	R	0.99	79.5	E					
Fourth Avenue	NB	TR	0.63	23.1	C	TR	0.69	24.5	C					
	SB	T	0.52	20.9	C	T	0.59	22.1	C					
	Overall Intersection	**-**	**0.62**	**28.8**	**C**	**-**	**0.78**	**36.5**	**D**					
Fourth Avenue and 39th Street														
39th Street	EB	L	0.28	38.1	D	L	0.97	132.7	F	L	0.94	125.2	F	- **Unmitigatable**
		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
		TR	0.84	62.9	E	TR	1.20	157.5	F	TR	1.20	157.5	F	median would be narrowed from three feet to one foot)
Fourth Avenue	NB	TR	0.52	15.9	B	TR	0.56	16.6	B	TR	0.56	16.6	B	
	SB	L	0.29	17.0	B	L	0.37	20.0	B	L	0.34	18.6	B	
		TR	0.67	19.0	B	TR	1.01	51.2	D	TR	1.01	51.2	D	
	Overall Intersection	**-**	**0.72**	**25.9**	**C**	**-**	**1.07**	**57.5**	**E**	**-**	**1.07**	**57.2**	**E**	
Fourth Avenue and 40th Street														
40th Street	EB	LTR	0.24	28.5	C	LTR	0.25	28.8	C					- Mitigation not required.
Fourth Avenue	NB	TR	0.60	22.7	C	TR	0.64	23.5	C					
	SB	L	0.47	26.0	C	L	0.51	28.7	C					
		T	0.53	20.9	C	T	0.56	21.5	C					
	Overall Intersection	**-**		**22.5**	**C**	**-**	**0.48**	**23.2**	**C**					

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Highlighting denotes a significantly impacted movement.

TABLE 20-4
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control Mvt.	V/C	Delay	LOS	2027 With Action Control Mvt.	V/C	Delay	LOS	2027 With Action w/ Improvements Control Mvt.	V/C	Delay	LOS	Mitigation Measures
UNSIGNALIZED INTERSECTIONS														
First Avenue and 39th Street						(SIGNALIZED)				(SIGNALIZED)				
First Avenue	NB	LR	-	15.1	C	L	0.07	30.5	C	L	0.07	30.5	C	- 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
		-	-	-	-	R	0.84	30.2	C	R	0.84	30.2	C	
39th Street	EB	TR	-	0.0	A	TR	0.27	24.4	C	TR	0.27	24.4	C	
	WB	LT	-	10.3	B	L	0.90	31.9	C	L	0.95	35.0	D	
		-	-	-	-	LT	0.84	30.1	C	LT	1.02	47.3	D	
	Overall Intersection	**-**	**-**	**6.5**	**A**	**-**	**0.63**	**30.3**	**C**	**-**	**0.63**	**36.6**	**D**	
First Avenue and 41st Street														
First Avenue	SB	LT	-	7.4	A	LT	-	8.0	A	LT	-	8.0	A	- 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
41st Street	WB	LR	-	10.0	A	LR	-	15.3	C	LR	-	15.7	C	
	Overall Intersection	**-**	**-**	**1.6**	**A**	**-**	**-**	**3.8**	**A**	**-**	**-**	**3.8**	**A**	
First Avenue and 42nd Street														
First Avenue	NB	LTR	-	7.6	A	LTR	-	8.0	A	LTR	-	8.1	A	- Eastbound approach carries less than 90 passenger car equivalents, therefeore no significant impacts were identified for this approach. - Install "No Standing Anytime" regulation along the north 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-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]**
	SB	LTR	-	8.2	A	LTR	-	10.0	A	LTR	-	10.0	B	
42nd Street	EB	LTR	-	12.5	B	LTR	-	41.5	E	LTR	-	41.5	E	
	Overall Intersection	**-**	**-**	**2.4**	**A**	**-**	**-**	**4.7**	**A**	**-**	**-**	**4.5**	**A**	
First Avenue and 43rd Street														
First Avenue	NB	LT	-	7.5	A	LT	-	7.9	A	LT	-	8.0	A	- Intersection delays changed as a result of diverted volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
43rd Street	EB	LR	-	12.7	B	LR	-	21.8	C	LR	-	23.6	C	
	WB	LTR	-	12.6	B	LTR	-	16.9	C	LTR	-	17.9	C	
	Overall Intersection	**-**	**-**	**7.2**	**A**	**-**	**-**	**9.5**	**A**	**-**	**-**	**9.5**	**A**	
First Avenue and 44th Street														
First Avenue	SB	LT	-	8.0	A	LT	-	8.4	A	LT	-	8.4	A	- Intersection delays changed as a result of diverted volumes resulting from westbound left turn prohibition at the intersection of Second Avenue and 39th Street
	Overall Intersection	**-**	**-**	**1.5**	**A**	**-**	**-**	**3.6**	**A**	**-**	**-**	**3.6**	**A**	
Second Avenue and 29th Street														
Second Avenue	NB	LTR	-	8.0	A	LTR	-	8.0	A	LTR	-	8.0	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.
	SB	LTR	-	7.7	A	LTR	-	7.7	A	LTR	-	7.7	A	
29th Street	EB	LTR	-	11.6	B	LTR	-	11.6	B	LTR	-	11.4	B	
	Overall Intersection	**-**	**-**	**9.8**	**A**	**-**	**-**	**9.8**	**A**	**-**	**-**	**9.6**	**A**	
Second Avenue and 32nd Street														
Second Avenue	NB	LTR	-	7.3	A	LTR	-	7.3	A	LTR	-	7.3	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.
	SB	LTR	-	7.7	A	LTR	-	7.8	A	LTR	-	7.7	A	
32nd Street	EB	LTR	-	8.4	A	LTR	-	8.4	A	LTR	-	8.4	A	
	WB	LTR	-	11.5	B	LTR	-	11.9	B	LTR	-	11.4	B	
	Overall Intersection	**-**	**-**	**6.5**	**A**	**-**	**-**	**6.8**	**A**	**-**	**-**	**7.1**	**A**	
Second Avenue and 33rd Street														
Second Avenue	SB	LT	-	8.0	A	LT	-	8.4	A	LT	-	8.2	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	**-**	**-**	**0.7**	**A**	**-**	**-**	**1.3**	**A**	**-**	**-**	**1.3**	**A**	
Second Avenue and 34th Street														
34th Street	WB	LR	-	11.6	B	LR	-	12.6	B	LR	-	12.1	B	- 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	**-**	**-**	**3.5**	**A**	**-**	**-**	**3.8**	**A**	**-**	**-**	**3.9**	**A**	
Second Avenue and 35th Street														
Second 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 at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.8**	**A**	
Second Avenue and 36th Street														
36th Street	WB	LR	-	11.4	B	LR	-	13.2	B	LR	-	12.7	B	- 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	**-**	**-**	**2.9**	**A**	**-**	**-**	**3.7**	**A**	**-**	**-**	**3.8**	**A**	
Second Avenue and 37th Street														
Second Avenue	SB	LT	-	10.3	B	LT	-	111.6	F	LT	-	102.7	F	- **Unmitigatable** - 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	**-**	**-**	**1.2**	**A**	**-**	**-**	**12.4**	**B**	**-**	**-**	**12.0**	**B**	
Second Avenue and 40th Street														
Second Avenue	SB	LT	-	8.4	A	LT	-	8.7	A	LT	-	10.8	B	- 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
	Overall Intersection	**-**	**-**	**0.6**	**A**	**-**	**-**	**0.6**	**A**	**-**	**-**	**3.4**	**A**	

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TABLE 20-4
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY PEAK HOUR

		2027 No Action				2027 With Action				2027 With Action w/ Improvements				
				Control				Control				Control		
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mitigation Measures**
Second Avenue and 41st Street														
Second Avenue	NB	LT	-	8.4	A	LT	-	8.6	A	LT	-	8.3	A	- **Unmitigatable**
41st Street	EB	LR	-	18.6	C	LR	-	707.9	F	LR	-	237.9	F	- Eastbound approach carries less than 90 passenger car equivalents, therefore no significant impacts were identified for this approach.
	WB	LTR	-	18.0	C	LTR	-	133.3	F	LTR	-	85.7	F	
	Overall Intersection	**-**	**-**	**2.7**	**A**	**-**	**-**	**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 39th Street
Second Avenue and 44th Street														
Second Avenue	NB	TR	-	12.2	B	TR	-	18.1	C	TR	-	16.8	C	- Intersection delays changed as a result of diverted volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	SB	LT	-	15.9	C	LT	-	27.0	D	LT	-	18.3	C	
44th Street	EB	LTR	-	10.7	B	LTR	-	16.3	C	LTR	-	15.3	C	
	Overall Intersection	**-**	**-**	**13.9**	**B**	**-**	**-**	**21.6**	**C**	**-**	**-**	**17.0**	**C**	
Third Avenue and 31st Street														
Third Avenue	SB	LT	-	0.3	A	LT	-	0.3	A	LT	-	0.3	A	- Mitigation not required.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Third Avenue and 38th Street														
38th 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 additional travel lane during this time.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**1.4**	**A**	**-**	**-**	**0.8**	**A**	- 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.

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
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TABLE 20-5
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control				2027 With Action Control				2027 With Action w/ Improvements Control				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIONS														
Second Avenue and 39th Street														
39th Street	EB	LTR	1.23	171.7	F	LTR	2.92	910.2	F	TR	1.37	213.1	F	- **Partially Mitigated**
	WB 1	LTR	1.63	326.0	F	LTR	4.31	1531.0	F	TR	0.99	50.9	D	- Prohibit EB left turns and install appropriate signage
39th Street (ramp)	WB 2	LT	0.75	38.4	D	LT	0.95	59.8	E	LT	0.95	59.8	E	and pavement markings.
		R	0.20	24.4	C	R	0.82	60.6	E	R	0.82	60.6	E	- Prohibit WB left turns 11 AM to 2 PM, 4 PM to 6 PM Monday
Second Avenue	NB	LTR	0.52	29.4	C	LTR	0.69	35.3	D	TR	0.65	36.2	D	to Friday, 12 PM to 4 PM Saturday, and install appropriate
	SB	LTR	0.59	32.3	C	LTR	0.85	50.8	D	LTR	0.48	30.9	C	signage and pavement markings.
														- Install "No Standing Anytime" regulations along the
	Overall Intersection	**-**	**0.97**	**117.4**	**F**	**-**	**1.86**	**702.7**	**F**	**-**	**0.98**	**87.7**	**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.
														- 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 one 12-foot travel lane and one 9-foot parking lane to one 10-foot travel lane and one 11-foot travel lane.
														- Shift the 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 18-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 travel lane to one 16-foot wide 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 27 sec to 23 sec. EB/WB green time shifts from 21 sec to 25 sec.]
Second Avenue and 42nd Street														
42nd Street	EB	LTR	0.42	25.1	C	LTR	1.05	82.6	F	LT	0.88	44.9	D	- Install "No Standing Anytime" regulations along the
		-	-	-	-	-	-	-	-	R	0.10	19.1	B	south curb of the EB approach for 80 feet to allow for an
Second Avenue	NB	TR	0.42	13.6	B	TR	0.44	13.9	B	TR	0.46	15.3	B	additional travel lane.
	SB	LT	0.57	16.0	B	LT	0.66	18.3	B	LT	0.58	17.7	B	- Restripe the eastbound approach from one 30-foot wide travel lane with parking on both sides 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.
	Overall Intersection	**-**	**0.51**	**17.0**	**B**	**-**	**0.81**	**41.3**	**D**	**-**	**0.70**	**26.8**	**C**	
														- 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.]
Second Avenue and 43rd Street														
43rd Street	WB	LTR	0.42	24.9	C	LTR	0.72	33.9	C	LTR	0.72	33.9	C	- Intersection delays changed as a result of diverted
Second Avenue	NB	LT	0.39	13.3	B	LT	0.50	15.1	B	LT	0.49	15.0	B	volumes resulting from northbound left turn and
	SB	TR	0.53	15.2	B	TR	0.57	16.0	B	TR	0.47	14.3	B	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	**-**	**0.49**	**16.5**	**B**	**-**	**0.63**	**20.6**	**C**	**-**	**0.58**	**20.3**	**C**	
Third Avenue and Prospect Avenue														
Prospect Avenue	WB	L	1.10	117.7	F	L	1.16	140.6	F					- **Unmitigatable**
		T	0.62	55.9	E	T	0.63	56.4	E					
		R	0.19	45.0	D	R	0.19	45.0	D					
Third Avenue	NB	L	0.93	53.3	D	L	1.07	89.6	F					
		T	0.67	13.5	B	T	0.71	14.6	B					
	SB	T	0.13	32.9	C	T	0.18	33.5	C					
		R	0.66	44.7	D	R	0.66	44.7	D					
	Overall Intersection	**-**	**0.88**	**55.4**	**E**	**-**	**0.95**	**74.4**	**E**					
Third Avenue and 29th Street														
29th Street	EB	LTR	0.59	48.7	D	LTR	0.65	51.4	D	LTR	0.55	47.0	D	- Install "No Standing 4 PM to 6 PM Mon - Fri"
Third Avenue	NB	TR	0.61	6.0	A	TR	0.72	7.8	A	TR	0.74	8.0	A	regulations along the west curb of the SB approach
	SB	LT	0.75	32.3	C	LT	0.80	57.9	E	LT	0.62	15.5	B	to allow for an additional travel lane at the approach during these times.
	Overall Intersection	**-**	**-**	**22.3**	**C**	**-**	**-**	**35.5**	**D**	**-**	**-**	**13.6**	**B**	
Third Avenue and 30th Street														
30th Street	EB	R	0.00	0.0	A	R	0.00	0.0	A	R	0.00	0.0	A	**[Southbound approach will operate as four moving**
	WB	LTR	0.18	38.2	D	LTR	0.18	38.2	D	LTR	0.18	38.2	D	**lanes similar to the upstream intersections]**
Third Avenue	NB	LT	0.60	9.7	A	LT	0.71	13.7	B	LT	0.73	14.1	B	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	A	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**6.3**	**A**	**-**	**-**	**8.4**	**A**	**-**	**-**	**8.2**	**A**	
Third Avenue and 32nd Street														
32nd Street	EB	LR	0.17	38.3	D	LR	1.09	117.0	F	LR	1.09	117.0	F	- **Unmitigatable**
	WB	LTR	0.33	42.0	D	LTR	0.47	44.8	D	LTR	0.47	44.8	D	Intersection delays changed as a result of diverted
Third Avenue	NB	LT	0.59	5.1	A	LT	0.73	24.0	C	LT	0.74	30.8	C	volumes resulting from the eastbound left turn prohibition
	SB	LTR	0.75	2.9	A	LTR	0.79	3.8	A	LTR	0.79	6.9	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**5.4**	**A**	**-**	**-**	**23.3**	**C**	**-**	**-**	**27.6**	**C**	
Third Avenue and 33rd Street														
33rd Street	EB	LTR	0.37	38.6	D	LTR	0.70	52.6	D	LTR	0.70	52.6	D	- **Unmitigatable**
Third Avenue	NB	TR	0.61	5.4	A	TR	0.73	7.6	A	TR	0.75	8.0	A	Intersection delays changed as a result of diverted
	SB	LT	0.70	3.0	A	LT	0.81	28.1	C	LT	0.81	28.5	C	volumes resulting from the eastbound left turn prohibition at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**5.6**	**A**	**-**	**-**	**20.7**	**C**	**-**	**-**	**21.0**	**C**	

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Highlighting denotes a significantly impacted movement.

TABLE 20-5
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control Mvt.	V/C	Delay	LOS	2027 With Action Control Mvt.	V/C	Delay	LOS	2027 With Action w/ Improvements Control Mvt.	V/C	Delay	LOS	Mitigation Measures
Third Avenue and 34th Street														
34th Street	WB	LTR	0.56	47.3	D	LTR	0.58	48.0	D	LTR	0.58	48.0	D	- Intersection delays changed as a result of diverted
Third Avenue	NB	LT	0.55	4.3	A	LT	0.67	6.4	A	LT	0.68	9.7	A	volumes resulting from the eastbound left turn prohibition
	SB	TR	0.67	2.5	A	TR	0.79	4.0	A	TR	0.79	4.1	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**6.0**	**A**	**-**	**-**	**7.4**	**A**	**-**	**-**	**8.8**	**A**	
Third Avenue and 35th Street														
35th 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
Third Avenue	NB	TR	0.58	4.9	A	TR	0.71	4.9	A	TR	0.73	8.5	A	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.69	6.0	A	LT	0.81	43.3	D	LT	0.81	43.3	D	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**6.4**	**A**	**-**	**-**	**26.3**	**C**	**-**	**-**	**27.7**	**C**	
Third Avenue and 36th Street														
36th Street	WB	LT	0.48	45.2	D	LT	0.58	48.8	D	LT	0.58	48.8	D	- Intersection delays changed as a result of diverted
		R	0.33	42.6	D	R	0.43	46.5	D	R	0.43	47.3	D	volumes resulting from the eastbound left turn prohibition
Third Avenue	NB	LT	0.58	5.5	A	LT	0.70	6.7	A	LT	0.71	7.0	A	at the intersection of Second Avenue and 39th Street.
	SB	TR	0.70	2.9	A	TR	0.82	4.2	A	TR	0.82	4.2	A	
	Overall Intersection	**-**	**-**	**6.8**	**A**	**-**	**-**	**0.6**	**A**	**-**	**-**	**8.4**	**A**	
Third Avenue and 37th Street														
37th Street	EB	LTR	0.37	38.3	D	LTR	0.38	38.6	D	LTR	0.38	38.6	D	- **Unmitigatable**
Third Avenue	NB	TR	0.59	9.3	A	TR	0.73	11.5	B	TR	0.75	9.2	A	Intersection delays changed as a result of diverted
	SB	LT	0.75	9.9	A	LT	0.88	55.9	E	LT	0.88	55.9	E	volumes resulting from the eastbound left turn prohibition
														at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**11.9**	**B**	**-**	**-**	**36.3**	**D**	**-**	**-**	**35.1**	**D**	
Third Avenue and 39th Street														
39th Street	EB	LTR	1.23	165.9	F	LTR	2.28	621.7	F	LT	0.80	50.7	D	- Prohibit EB left turns (except for trucks and buses) and
		-	-	-	-	-	-	-	-	R	0.25	30.3	C	install the appropriate turn prohibition signage
	WB	LTR	0.75	56.9	E	LTR	1.60	321.2	F	T	0.89	59.0	E	and pavement markings.
		-	-	-	-	-	-	-	-	R	0.55	38.8	D	- Install "No Standing Anytime" regulations along the
Third Avenue	NB	LTR	0.48	6.3	A	LTR	0.51	6.8	A	LTR	0.60	15.7	B	south curb of the EB approach for the entire block to allow
	SB	TR	0.67	4.1	A	TR	0.81	5.2	A	TR	0.95	28.4	C	for an additional travel lane.
	Overall Intersection	**-**	**-**	**26.8**	**C**	**-**	**-**	**19.0**	**B**	**-**	**-**	**29.1**	**C**	- 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 side 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; EB/WB green time shifts from 40 sec to 52 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	- Install "No Standing Anytime" regulations along the north curb
		-	-	-	-	-	-	-	-	R	0.19	37.3	D	of the EB approach for 250 feet to provide an additional travel lane.
Third Avenue	NB	TR	0.46	4.6	A	TR	0.48	4.5	A	TR	0.49	5.6	A	- 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	A	along the south curb of the EB approach to allow for an additional travel lane.
	Overall Intersection	**-**	**-**	**8.3**	**A**	**-**	**-**	**30.0**	**C**	**-**	**-**	**11.5**	**B**	- 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 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;]
Third Avenue and 41st Street														
41st 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
		-	-	-	-	-	-	-	-	R	0.20	38.6	D	12 PM to 4 PM Sat" regulations along the
Third Avenue	NB	LT	0.44	5.0	A	T	0.48	5.1	A	LT	0.48	4.5	A	north curb of the WB approach for 100 feet from the
	SB	TR	0.71	2.0	A	TR	0.79	2.9	A	T	0.76	3.7	A	intersection to allow for an additional travel lane at
		-	-	-	-	-	-	-	-	R	0.08	1.4	A	the approach during these times.
	Overall Intersection	**-**	**-**	**5.9**	**A**	**-**	**-**	**9.0**	**A**	**-**	**-**	**8.7**	**A**	- 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.
														- 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 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														
42nd 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
		-	-	-	-	-	-	-	-	R	0.56	45.7	D	12 PM to 4 PM Sat" regulations along the
Third Avenue	NB	TR	0.45	5.1	A	TR	0.49	5.0	A	TR	0.51	4.8	A	south curb of the EB approach for 100 feet from
	SB	LT	0.71	3.3	A	LT	0.79	50.0	D	LT	0.83	38.9	D	the intersection to allow for an additional travel lane at
														the approach during these times.
	Overall Intersection	**-**	**-**	**6.7**	**A**	**-**	**-**	**54.2**	**D**	**-**	**-**	**29.1**	**C**	- Modify signal timing. 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.]

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(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

TABLE 20-5
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action				2027 With Action				2027 With Action w/ Improvements				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Third Avenue and 43rd Street														
43rd 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 NB/SB phase to WB phase. [NB/SB green time shifts from 86 sec to 81 sec; WB green time shifts from 39 sec to 44 sec.]
Third Avenue	NB	LT	0.43	6.8	A	LT	0.48	6.6	A	LT	0.50	8.1	A	
	SB	TR	0.75	4.4	A	TR	0.86	9.4	A	TR	0.93	12.3	B	
	Overall Intersection	**-**	**-**	**7.3**	**A**	**-**	**-**	**11.9**	**B**	**-**	**-**	**13.4**	**B**	
Third Avenue and 44th Street														
44th Street	EB	LTR	0.77	57.5	E	LTR	1.20	151.3	F	LT	0.81	57.7	E	- **Partially Mitigated**
		-	-	-	-	-	-	-	-	R	0.33	39.6	D	- Install "No Standing Anytime" regulations along the north curb of the EB approach for 125 feet from the intersection.
Third Avenue	NB	TR	0.42	12.2	B	TR	0.47	12.8	B	TR	0.48	14.5	B	- Install "No Standing Anytime" regulations along the south curb of the EB approach for 100 feet from the intersection.
	SB	LT	0.71	6.7	A	LT	0.82	48.7	D	LT	0.86	48.5	D	- 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.
	Overall Intersection	**-**	**-**	**13.0**	**B**	**-**	**-**	**49.4**	**D**	**-**	**-**	**38.6**	**D**	- Modify signal timing. 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.]
Fourth Avenue and 34th Street														
34th 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 along the north curb of the WB approach for 100 feet from the intersection to allow for an additional travel lane at the approach during these times.
		-	-	-	-	-	-	-	-	R	0.21	39.6	D	
Third Avenue	NB	L	0.78	51.9	D	L	0.94	88.6	F	L	0.80	51.0	D	
		T	0.73	19.5	B	T	0.79	21.5	C	T	0.74	17.8	B	
	SB	TR	0.72	12.1	B	TR	0.76	12.9	B	TR	0.72	9.4	A	- Modify signal timing. Shift 4 sec of green time from WB phase to NB/SB phase. [WB green time shifts from 31 sec to 27 sec; NB/SB green time shifts from 72 sec to 76 sec.]
	Overall Intersection	**-**	**0.69**	**18.6**	**B**	**-**	**0.80**	**21.2**	**C**	**-**	**0.70**	**16.5**	**B**	
Fourth Avenue and 36th Street														
36th Street	WB	LTR	0.94	77.9	E	LTR	1.09	119.3	F	LT	0.94	79.8	E	- Install "No Standing 4 PM to 7 PM Mon - Fri" regulation along the north curb of the WB approach for 100 feet from the intersection to allow for an additional travel lane at the approach during these times.
		-	-	-	-	-	-	-	-	R	0.25	38.6	D	
Fourth Avenue	NB	T	0.76	19.0	B	T	0.83	21.2	C	T	0.83	21.2	C	
	SB	TR	0.82	14.4	B	TR	0.87	16.8	B	TR	0.87	16.8	B	
	Overall Intersection	**-**	**0.85**	**22.9**	**C**	**-**	**0.93**	**29.9**	**C**	**-**	**0.90**	**24.9**	**C**	
Fourth Avenue and 37th Street														
37th Street	EB	LTR	0.73	51.7	D	LTR	0.95	77.3	E	LT	0.69	50.1	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 intersection to allow for an additional travel lane during these times.
		-	-	-	-	-	-	-	-	R	0.37	41.1	D	
Fourth Avenue	NB	TR	0.79	20.8	C	TR	0.86	23.8	C	TR	0.85	22.6	C	
	SB	L	0.62	21.4	C	L	0.84	47.6	D	L	0.80	40.6	D	
		T	0.72	10.5	B	T	0.77	11.2	B	T	0.75	10.4	B	- Modify signal timing. Shift 1 sec of green time from 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.]
	Overall Intersection	**-**	**0.77**	**19.0**	**B**	**-**	**0.89**	**24.5**	**C**	**-**	**0.80**	**20.4**	**C**	
Fourth Avenue and 38th Street														
38th Street	EB	L	0.68	48.6	D	L	0.73	51.1	D					- **Unmitigatable**
		LT	0.69	48.9	D	LT	0.73	50.7	D					
		R	0.46	41.0	D	R	0.90	67.5	E					
Fourth Avenue	NB	TR	0.57	18.3	B	TR	0.62	19.3	B					
	SB	T	0.79	16.5	B	T	0.85	18.6	B					
	Overall Intersection	**-**	**0.76**	**24.4**	**C**	**-**	**0.87**	**29.4**	**C**					
Fourth Avenue and 39th Street														
39th 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 width to 11 feet (the southbound approach painted median would be narrowed from three feet to one foot)
	WB	L	0.67	63.7	E	L	1.52	345.1	F	L	1.52	345.1	F	
		TR	0.95	82.3	F	TR	1.31	203.4	F	TR	1.31	203.4	F	
Fourth Avenue	NB	TR	0.52	14.9	B	TR	0.55	15.4	B	TR	0.55	15.4	B	
	SB	L	0.23	8.2	A	L	0.29	9.3	A	L	0.27	8.8	A	
		TR	0.96	23.3	C	TR	1.23	121.9	F	TR	1.23	121.9	F	
	Overall Intersection	**-**	**0.96**	**29.9**	**C**	**-**	**1.44**	**110.7**	**F**	**-**	**1.44**	**110.7**	**F**	
Fourth Avenue and 40th Street														
40th Street	EB	LTR	0.49	40.8	D	LTR	0.51	41.2	D					- Mitigation not required.
Fourth Avenue	NB	TR	0.53	15.2	B	TR	0.55	15.6	B					
	SB	L	0.47	10.6	B	L	0.50	11.4	B					
		T	0.75	11.3	B	T	0.78	11.8	B					
	Overall Intersection	**-**	**0.68**	**14.8**	**B**	**-**	**0.70**	**15.3**	**B**					

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INTERSECTION & APPROACH		2027 No Action Control Mvt.	V/C	Delay	LOS	2027 With Action Control Mvt.	V/C	Delay	LOS	2027 With Action w/ Improvements Control Mvt.	V/C	Delay	LOS	Mitigation Measures
UNSIGNALIZED INTERSECTIONS														
First Avenue and 39th Street							(SIGNALIZED)				(SIGNALIZED)			
First Avenue	NB	LR	-	24.5	C	L	0.05	24.8	C	L	0.05	24.8	C	- 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
		-	-	-	-	R	0.96	41.6	D	R	0.96	41.9	D	
39th Street	EB	TR	-	0.0	A	TR	0.21	28.8	C	TR	0.21	28.8	C	
	WB	LT	-	10.9	B	L	0.74	28.0	C	L	0.79	28.8	C	
		-	-	-	-	LT	0.71	27.5	C	LT	0.85	30.4	C	
	Overall Intersection	**-**	**-**	**7.6**	**A**	**-**	**0.76**	**33.6**	**C**	**-**	**0.76**	**34.6**	**C**	
First Avenue and 41st Street														
First Avenue	SB	LT	-	7.9	A	LT	-	8.6	A	LT	-	8.6	A	- 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
41st Street	WB	LR	-	10.4	B	LR	-	18.4	C	LR	-	19.2	C	
	Overall Intersection	**-**	**-**	**2.0**	**A**	**-**	**-**	**4.2**	**A**	**-**	**-**	**4.2**	**A**	
First Avenue and 42nd Street														
First Avenue	NB	LTR	-	7.5	A	LTR	-	7.9	A	LTR	-	8.0	A	- **Unmitigatable**
	SB	LTR	-	7.8	A	LTR	-	9.6	A	LTR	-	9.6	A	- Install "No Standing Anytime" regulation along the north curb of the EB receiving side for 20 feet to accommodate truck turns.
42nd Street	EB	LTR	-	14.1	B	LTR	-	284.7	F	LTR	-	253.1	F	
	Overall Intersection	**-**	**-**	**4.2**	**A**	**-**	**-**	**30.9**	**D**	**-**	**-**	**26.8**	**D**	- 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-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]**
First Avenue and 43rd Street														
First Avenue	NB	LT	-	7.4	A	LT	-	7.9	A	LT	-	8.0	A	- Intersection delays changed as a result of diverted volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
43rd Street	EB	LR	-	11.8	B	LR	-	20.0	C	LR	-	21.9	C	
	WB	LTR	-	11.1	B	LTR	-	13.4	B	LTR	-	13.9	B	
	Overall Intersection	**-**	**-**	**6.8**	**A**	**-**	**-**	**7.8**	**A**	**-**	**-**	**7.8**	**A**	
First Avenue and 44th Street														
First 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 westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	**-**	**-**	**1.5**	**A**	**-**	**-**	**4.0**	**A**	**-**	**-**	**3.7**	**A**	
Second Avenue and 29th Street														
Second Avenue	NB	LTR	-	7.9	A	LTR	-	7.9	A	LTR	-	7.9	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.
	SB	LTR	-	7.7	A	LTR	-	7.7	A	LTR	-	7.6	A	
29th Street	EB	LTR	-	12.2	B	LTR	-	12.5	B	LTR	-	12.0	B	
	Overall Intersection	**-**	**-**	**10.2**	**B**	**-**	**-**	**10.4**	**B**	**-**	**-**	**10.1**	**B**	
Second Avenue and 32nd Street														
Second Avenue	NB	LTR	-	7.9	A	LTR	-	7.9	A	LTR	-	7.9	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.
	SB	LTR	-	7.6	A	LTR	-	7.7	A	LTR	-	7.6	A	
32nd Street	EB	LTR	-	8.4	A	LTR	-	8.4	A	LTR	-	8.4	A	
	WB	LTR	-	12.5	B	LTR	-	14.7	B	LTR	-	13.5	B	
	Overall Intersection	**-**	**-**	**7.5**	**A**	**-**	**-**	**9.6**	**A**	**-**	**-**	**8.9**	**A**	
Second Avenue and 33rd Street														
Second 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 at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**1.4**	**A**	**-**	**-**	**2.2**	**A**	**-**	**-**	**2.3**	**A**	
Second Avenue and 34th Street														
34th Street	WB	LR	-	10.9	B	LR	-	11.9	B	LR	-	11.4	B	- 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	**-**	**-**	**2.5**	**A**	**-**	**-**	**2.8**	**A**	**-**	**-**	**2.9**	**A**	
Second Avenue and 35th Street														
Second Avenue	SB	LT	-	8.0	A	LT	-	8.1	A	LT	-	8.0	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	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.8**	**A**	**-**	**-**	**0.9**	**A**	
Second Avenue and 36th Street														
36th Street	WB	LR	-	11.3	B	LR	-	12.9	B	LR	-	12.3	B	- 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	**-**	**-**	**2.8**	**A**	**-**	**-**	**3.1**	**A**	**-**	**-**	**3.2**	**A**	
Second Avenue and 37th Street														
Second Avenue	SB	LT	-	10.0	A	LT	-	51.9	F	LT	-	47.7	E	- **Unmitigatable**
	Overall Intersection	**-**	**-**	**1.4**	**A**	**-**	**-**	**6.3**	**A**	**-**	**-**	**6.1**	**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.
Second Avenue and 40th Street														
Second Avenue	SB	LT	-	8.4	A	LT	-	8.7	A	LT	-	11.5	B	- 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
	Overall Intersection	**-**	**-**	**0.6**	**A**	**-**	**-**	**0.6**	**A**	**-**	**-**	**4.3**	**A**	

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

TABLE 20-5
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Mvt.	V/C	Control Delay	LOS	2027 With Action Mvt.	V/C	Control Delay	LOS	2027 With Action w/ Improvements Mvt.	V/C	Control Delay	LOS	Mitigation Measures
Second Avenue and 41st Street														
Second Avenue	NB	LT	-	8.6	A	LT	-	8.7	A	LT	-	8.5	A	- **Unmitigatable**
41st Street	EB	LR	-	22.9	C	LR	-	1810.0	F	LR	-	440.8	F	- Eastbound approach carries less than 90 passenger car equivalents, therefore no significant impacts were identified for this approach.
	WB	LTR	-	23.8	C	LTR	-	197.4	F	LTR	-	136.6	F	
	Overall Intersection	**-**	**-**	**23.8**	**C**	**-**	**-**	**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 39th Street
Second Avenue and 44th Street														
Second Avenue	NB	TR	-	15.8	C	TR	-	34.1	D	TR	-	29.6	D	- Intersection delays changed as a result of diverted volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	SB	LT	-	16.6	C	LT	-	33.8	D	LT	-	21.8	C	
44th Street	EB	LTR	-	11.2	B	LTR	-	21.1	C	LTR	-	19.5	C	
	Overall Intersection	**-**	**-**	**15.5**	**C**	**-**	**-**	**30.7**	**D**	**-**	**-**	**24.3**	**C**	
Third Avenue and 31st Street														
Third Avenue	SB	LT	-	0.1	A	LT	-	0.1	A	LT	-	0.1	A	- Mitigation not required.
													F	
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Third Avenue and 38th Street														
38th Street	SB	LT	-	0.1	A	LT	-	2.4	A	LT	-	2.4	A	- Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an additional travel lane during this time.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**1.4**	**A**	**-**	**-**	**0.8**	**A**	- 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.

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

TABLE 20-6
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control				2027 With Action Control				2027 With Action w/ Improvements Control				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIONS														
Second Avenue and 39th Street														
39th Street	EB	LTR	0.33	32.7	C	LTR	1.64	337.1	F	TR	1.06	90.4	F	- **Partially Mitigated**
	WB 1	LTR	1.33	193.8	F	LTR	4.97	1828.0	F	TR	1.22	137.5	F	- Prohibit EB left turns and install appropriate signage
39th Street (ramp)	WB 2	LT	0.94	57.2	E	LT	1.07	90.1	F	LT	0.93	51.5	D	and pavement markings.
		R	0.29	25.6	C	R	0.92	75.5	E	R	0.75	44.6	D	- Prohibit WB left turns 11 AM to 2 PM, 4 PM to 6 PM Monday
Second Avenue	NB	LTR	0.49	29.0	C	LTR	0.71	36.8	D	TR	0.68	39.0	D	to Friday, 12 PM to 4 PM Saturday, and install appropriate
	SB	LTR	0.61	32.3	C	LTR	0.85	48.6	D	LTR	0.56	33.3	C	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	**-**	**0.92**	**71.4**	**E**	**-**	**2.08**	**673.6**	**F**	**-**	**0.95**	**81.2**	**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 one 12-foot travel lane and one 9-foot parking lane to one 10-foot travel lane and one 11-foot travel lane.
														- Shift the 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 18-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 travel lane to one 16-foot wide travel lane.
														- Modify signal timing: Shift 1 sec of green time from NB/SB phase to EB/WB phase. Shift 4 sec of green 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.]
Second Avenue and 42nd Street														
42nd Street	EB	LTR	0.17	21.3	C	LTR	0.70	32.9	C	LT	0.61	29.4	C	- Install "No Standing Anytime" regulations along the
		-	-	-	-	-	-	-	-	R	0.08	20.2	C	south curb of the EB approach for 80 feet to allow for an
Second Avenue	NB	TR	0.34	12.5	B	TR	0.38	12.9	B	TR	0.38	12.9	B	additional travel lane.
	SB	LT	0.59	16.0	B	LT	0.73	19.7	B	LT	0.63	17.1	B	- Restripe the eastbound approach from one 30-foot wide travel lane with parking on both sides to
	Overall Intersection	**-**	**0.43**	**15.3**	**B**	**-**	**0.72**	**21.8**	**C**	**-**	**0.62**	**19.5**	**B**	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]**
Second Avenue and 43rd Street														
43rd Street	WB	LTR	0.25	22.2	C	LTR	0.55	27.3	C	LTR	0.55	27.3	C	- Intersection delays changed as a result of diverted
Second Avenue	NB	LT	0.29	11.9	B	LT	0.42	13.7	B	LT	0.41	13.6	B	volumes resulting from northbound left turn and
	SB	TR	0.52	14.9	B	TR	0.58	15.9	B	TR	0.49	14.3	B	westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	**-**	**0.42**	**15.1**	**B**	**-**	**0.57**	**18.3**	**B**	**-**	**0.51**	**17.8**	**B**	
Third Avenue and Prospect Avenue														
Prospect Avenue	WB	L	0.78	52.7	D	L	0.84	56.3	E	L	0.84	56.3	E	- Modify signal timing. Shift 1 sec of green time from
		T	0.54	46.8	D	T	0.54	46.9	D	T	0.54	46.9	D	NB/SB phase to NB lead phase. [NB/SB green
		R	0.21	39.9	D	R	0.21	39.9	D	R	0.21	39.9	D	time shifts from 40 sec to 39 sec; NB lead green time
Third Avenue	NB	L	0.83	49.2	D	L	0.92	56.1	E	L	0.90	53.2	D	shifts from 41 sec to 42 sec.]
		T	0.66	16.6	B	T	0.69	17.7	B	T	0.69	17.7	B	
	SB	T	0.25	36.7	D	T	0.31	37.5	D	T	0.31	38.4	D	
		R	0.79	53.3	D	R	0.79	53.3	D	R	0.81	55.4	E	
	Overall Intersection	**-**	**0.80**	**42.4**	**D**	**-**	**0.85**	**45.7**	**D**	**-**	**0.85**	**45.0**	**D**	
Third Avenue and 29th Street														
29th 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
Third Avenue	NB	TR	0.47	4.6	A	TR	0.54	4.6	A	TR	0.54	4.6	A	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.42	12.3	B	LT	0.49	13.2	B	LT	0.49	13.2	B	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**9.9**	**A**	**-**	**-**	**10.2**	**B**	**-**	**-**	**10.2**	**B**	
Third Avenue and 30th Street														
30th Street	EB	R	0.00	0.0	A	R	0.00	0.0	A	R	0.00	0.0	A	- Intersection delays changed as a result of diverted
	WB	LTR	0.09	36.6	D	LTR	0.09	36.6	D	LTR	0.09	36.6	D	volumes resulting from the eastbound left turn prohibition
Third Avenue	NB	LT	0.43	5.0	A	LT	0.50	5.6	A	LT	0.50	5.6	A	at the intersection of Second Avenue and 39th Street.
	SB	TR	0.37	1.5	A	TR	0.43	1.5	A	TR	0.43	1.5	A	
	Overall Intersection	**-**	**-**	**3.8**	**A**	**-**	**-**	**4.1**	**A**	**-**	**-**	**4.1**	**A**	
Third Avenue and 32nd Street														
32nd Street	EB	LR	0.08	33.0	C	LR	0.58	44.5	D	LR	0.58	44.5	D	- Intersection delays changed as a result of diverted
	WB	LTR	0.22	35.2	D	LTR	0.41	38.9	D	LTR	0.41	38.9	D	volumes resulting from the eastbound left turn prohibition
Third Avenue	NB	LT	0.50	4.5	A	LT	0.64	7.6	A	LT	0.64	7.6	A	at the intersection of Second Avenue and 39th Street.
	SB	LTR	0.41	5.4	A	LTR	0.48	5.5	A	LTR	0.48	5.5	A	
	Overall Intersection	**-**	**-**	**6.5**	**A**	**-**	**-**	**11.3**	**B**	**-**	**-**	**11.3**	**B**	
Third Avenue and 33rd Street														
33rd Street	EB	LTR	0.13	37.2	D	LTR	0.32	40.6	D	LTR	0.32	40.6	D	- Intersection delays changed as a result of diverted
Third Avenue	NB	TR	0.53	4.8	A	TR	0.66	5.4	A	TR	0.66	5.4	A	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.38	3.5	A	LT	0.47	6.3	A	LT	0.47	6.3	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**5.0**	**A**	**-**	**-**	**7.3**	**A**	**-**	**-**	**7.3**	**A**	

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Highlighting denotes a significantly impacted movement.

TABLE 20-6
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action				2027 With Action				2027 With Action w/ Improvements				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Third Avenue and 34th Street														
34th 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
Third Avenue	NB	LT	0.45	2.9	A	LT	0.57	4.0	A	LT	0.57	3.0	A	volumes resulting from the eastbound left turn prohibition
	SB	TR	0.35	4.8	A	TR	0.46	5.0	A	TR	0.46	5.0	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**7.1**	**A**	**-**	**-**	**7.2**	**A**	**-**	**-**	**6.7**	**A**	
Third Avenue and 35th Street														
35th Street	EB	LTR	0.13	37.2	D	LTR	0.17	37.8	D	LTR	0.17	37.8	D	- Intersection delays changed as a result of diverted
Third Avenue	NB	TR	0.44	3.3	A	TR	0.57	3.8	A	TR	0.57	2.9	A	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.40	5.6	A	LT	0.50	5.2	A	LT	0.50	5.2	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**5.2**	**A**	**-**	**-**	**5.2**	**A**	**-**	**-**	**4.8**	**A**	
Third Avenue and 36th Street														
36th Street	WB	LT	0.31	40.7	D	LT	0.43	43.4	D	LT	0.43	43.4	D	- Mitigation not required.
		R	0.30	41.9	D	R	0.41	45.6	D	R	0.41	45.6	D	
Third Avenue	NB	LT	0.45	4.2	A	LT	0.57	4.2	A	LT	0.57	4.2	A	
	SB	TR	0.37	3.5	A	TR	0.47	3.3	A	TR	0.47	3.3	A	
	Overall Intersection	**-**	**-**	**6.8**	**A**	**-**	**-**	**7.0**	**A**	**-**	**-**	**7.0**	**A**	
Third Avenue and 37th Street														
37th 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
Third Avenue	NB	TR	0.45	13.9	B	TR	0.58	20.5	C	TR	0.58	18.7	B	volumes resulting from the eastbound left turn prohibition
	SB	LT	0.45	7.5	A	LT	0.57	7.6	A	LT	0.57	7.6	A	at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**13.1**	**B**	**-**	**-**	**15.9**	**B**	**-**	**-**	**15.1**	**B**	
Third Avenue and 39th Street														
39th Street	EB	LTR	1.06	123.0	F	LTR	2.05	521.6	F	LT	0.64	40.9	D	- Prohibit EB left turns (except for trucks and buses) and
		-	-	-	-	-	-	-	-	R	0.28	31.7	C	install the appropriate turn prohibition signage
	WB	LTR	0.89	77.3	E	LTR	1.84	418.3	F	T	0.96	77.4	E	and pavement markings.
		-	-	-	-	-	-	-	-	R	0.64	43.4	D	- Install "No Standing Anytime" regulations along the
Third Avenue	NB	LTR	0.35	4.3	A	LTR	0.39	4.6	A	LTR	0.45	13.5	B	south curb of the EB approach for the entire block to allow
	SB	TR	0.42	16.0	B	TR	0.55	19.9	B	TR	0.65	31.3	C	for an additional travel lane.
	Overall Intersection	**-**	**-**	**33.0**	**C**	**-**	**-**	**180.3**	**F**	**-**	**-**	**33.0**	**C**	- 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 side 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 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.]
Third Avenue and 40th Street														
40th Street	EB	LTR	0.20	36.9	D	LTR	0.30	38.8	D	LT	0.52	42.0	D	- Install "No Standing Anytime" regulations along the north curb
Third Avenue	NB	TR	0.34	4.4	A	TR	0.37	4.0	A	TR	0.37	4.6	A	of the EB approach for 250 feet to provide an additional travel lane.
	SB	LT	0.47	9.3	A	LT	0.51	10.1	B	LT	0.52	5.4	A	- 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
	Overall Intersection	**-**	**-**	**8.3**	**A**	**-**	**-**	**9.1**	**A**	**-**	**-**	**10.3**	**B**	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]**
Third Avenue and 41st Street														
41st Street	WB	LTR	0.49	45.9	D	LTR	0.87	70.7	E	LT	0.61	49.3	D	- Install "No Standing 11 AM to 6 PM Mon - Fri and
		-	-	-	-	-	-	-	-	R	0.20	38.6	D	12 PM to 4 PM Sat" regulations along the
Third Avenue	NB	LT	0.34	4.8	A	T	0.40	4.7	A	LT	0.40	3.9	A	north curb of the WB approach for 100 feet from the
	SB	TR	0.42	3.1	A	TR	0.47	5.6	A	TR	0.48	2.4	A	intersection to allow for an additional travel lane at the approach during these times.
	Overall Intersection	**-**	**-**	**6.9**	**A**	**-**	**-**	**12.4**	**B**	**-**	**-**	**10.2**	**B**	- 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, 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														
42nd 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
		-	-	-	-	-	-	-	-	LTR	0.37	39.1	D	12 PM to 4 PM Sat" regulations along the
Third Avenue	NB	TR	0.38	7.4	A	TR	0.44	7.3	A	TR	0.46	7.3	A	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**	**B**	**-**	**-**	**11.8**	**B**	- 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 from 38 sec to 42 sec.]
Third Avenue and 43rd Street														
43rd Street	WB	LTR	0.49	45.9	D	LTR	0.88	71.2	E	LTR	0.72	49.5	D	- Modify signal timing. Shift 8 sec of green time from
Third Avenue	NB	LT	0.32	6.2	A	LT	0.38	5.9	A	LT	0.42	9.1	A	NB/SB phase to WB phase. [NB/SB green time
	SB	TR	0.45	2.7	A	TR	0.53	6.8	A	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**	**A**	**-**	**-**	**13.0**	**B**	**-**	**-**	**12.5**	**B**	

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TABLE 20-6
INDUSTRY CITY EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action				2027 With Action				2027 With Action w/ Improvements				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Third Avenue and 44th Street														
44th Street	EB	LTR	0.38	42.3	D	LTR	0.82	62.3	E	LT	0.57	46.8	D	- Install "No Standing Anytime" regulations along the
		-	-	-	-	-	-	-	-	R	0.25	39.1	D	north curb of the EB approach for 125 feet from the
Third Avenue	NB	TR	0.34	11.3	B	TR	0.40	11.9	B	TR	0.40	12.4	B	intersection.
	SB	LT	0.45	3.5	A	LT	0.54	3.6	A	LT	0.56	3.6	A	- Install "No Standing Anytime" regulations along the
														south curb of the EB approach for 100 feet from the
	Overall Intersection	**-**	**-**	**9.0**	**A**	**-**	**-**	**13.0**	**B**	**-**	**-**	**11.2**	**B**	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.
														- 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.]
Fourth Avenue and 34th Street														
34th Street	WB	LTR	0.36	38.9	D	LTR	0.36	38.9	D					- Mitigation not required.
Third Avenue	NB	L	0.56	24.3	C	L	0.68	33.8	C					
		T	0.78	21.2	C	T	0.84	23.7	C					
	SB	TR	0.53	15.1	B	TR	0.57	15.9	B					
	Overall Intersection	**-**	**0.65**	**20.0**	**B**	**-**	**0.69**	**22.0**	**C**					
Fourth Avenue and 36th Street														
36th Street	WB	LTR	0.68	46.3	D	LTR	0.84	57.5	E	LTR	0.77	48.7	D	- Modify signal timing. Shift 3 sec of green time from
Fourth Avenue	NB	T	0.87	25.3	C	T	0.93	29.8	C	T	0.98	37.5	D	NB/SB phase to WB phase. [NB/SB green time
	SB	TR	0.59	18.5	B	TR	0.64	19.6	B	TR	0.67	22.0	C	shifts from 68 sec to 65 sec; WB green time shifts
														from 35 sec to 38 sec.]
	Overall Intersection	**-**	**0.80**	**25.0**	**C**	**-**	**0.90**	**29.4**	**C**	**-**	**0.90**	**33.4**	**C**	
Fourth Avenue and 37th Street														
37th Street	EB	LTR	0.59	44.4	D	LTR	0.82	56.6	E	LT	0.54	42.9	D	- **Partially Mitigated**
		-	-	-	-	-	-	-	-	R	0.35	39.6	D	- Install "No Standing 7 AM to 7 PM Except Sunday" regulations
Fourth Avenue	NB	TR	0.84	22.6	C	TR	0.91	26.7	C	TR	0.91	26.7	C	along the south curb of the EB approach for 100 feet from the
	SB	L	0.61	38.6	D	L	0.89	94.7	F	L	0.89	94.7	F	intersection to allow for an additional travel lane during
		T	0.47	13.6	B	T	0.51	14.1	B	T	0.51	14.1	B	these times.
	Overall Intersection	**-**	**0.77**	**21.7**	**C**	**-**	**0.89**	**26.9**	**C**	**-**	**0.79**	**25.4**	**C**	
Fourth Avenue and 38th Street														
38th Street	EB	L	0.74	45.7	D	L	0.77	48.0	D					- **Unmitigatable**
		LT	0.67	42.4	D	LT	0.69	43.3	D					
		R	0.50	37.5	D	R	0.90	60.7	E					
Fourth Avenue	NB	TR	0.60	22.2	C	TR	0.65	23.4	C					
	SB	T	0.62	22.7	C	T	0.69	24.4	C					
	Overall Intersection	**-**	**0.66**	**29.3**	**C**	**-**	**0.77**	**33.9**	**C**					
Fourth Avenue and 39th Street														
39th Street	EB	L	0.15	34.5	C	L	0.89	118.3	F	L	0.89	118.3	F	- **Unmitigatable**
		TR	0.74	50.6	D	TR	1.15	134.1	F	TR	1.15	134.1	F	- Restripe the southbound left turn lane from 9 feet in
	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
		TR	0.69	49.0	D	TR	1.13	130.9	F	TR	1.13	130.9	F	median would be narrowed from three feet to one foot)
Fourth Avenue	NB	TR	0.56	16.3	B	TR	0.60	17.2	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**	
Fourth Avenue and 40th Street														
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
Fourth 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
		T	0.66	23.3	C	T	0.69	24.2	C	T	0.66	21.7	C	from 61 sec to 64 sec.]
	Overall Intersection	**-**	**0.62**	**26.6**	**C**	**-**	**0.69**	**29.1**	**C**	**-**	**0.65**	**25.3**	**C**	

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NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PEAK HOUR

INTERSECTION & APPROACH		2027 No Action Control Mvt.	V/C	Delay	LOS	2027 With Action Control Mvt.	V/C	Delay	LOS	2027 With Action w/ Improvements Control Mvt.	V/C	Delay	LOS	Mitigation Measures
UNSIGNALIZED INTERSECTIONS														
First Avenue and 39th Street						(SIGNALIZED)				(SIGNALIZED)				
First Avenue	NB	LR	-	9.5	A	L	0.03	23.8	C	L	0.03	23.8	C	- 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
		-	-	-	-	R	0.68	17.2	B	R	0.68	17.3	B	
39th Street	EB	TR	-	0.0	A	TR	0.11	25	C	TR	0.11	25.0	C	
	WB	LT	-	8.1	A	L	0.85	32.6	C	L	0.92	35.3	D	
		-	-	-	-	LT	0.82	31.8	C	LT	0.94	36.9	D	
	Overall Intersection	**-**	**-**	**5.6**	**A**	**-**	**0.50**	**26.6**	**C**	**-**	**0.51**	**29.2**	**C**	
First Avenue and 41st Street														
First Avenue	SB	LT	-	7.3	A	LT	-	7.8	A	LT	-	7.8	A	- 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
41st Street	WB	LR	-	8.9	A	LR	-	13.3	B	LR	-	13.4	B	
	Overall Intersection	**-**	**-**	**3.0**	**A**	**-**	**-**	**4.1**	**A**	**-**	**-**	**4.0**	**A**	
First Avenue and 42nd Street														
First Avenue	NB	LTR	-	7.4	A	LTR	-	7.9	A	LTR	-	8.0	A	- Eastbound approach carries less than 90 passenger car equivalents, therefeore no significant impacts were identified for this approach. - Install "No Standing Anytime" regulation along the north 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-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]**
	SB	LTR	-	7.6	A	LTR	-	9.3	A	LTR	-	9.3	A	
42nd Street	EB	LTR	-	11.0	B	LTR	-	60.7	F	LTR	-	59.1	F	
	Overall Intersection	**-**	**-**	**4.1**	**A**	**-**	**-**	**6.9**	**A**	**-**	**-**	**6.4**	**A**	
First Avenue and 43rd Street														
First Avenue	NB	LT	-	7.3	A	LT	-	7.7	A	LT	-	7.8	A	- Intersection delays changed as a result of diverted volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
43rd Street	EB	LR	-	9.6	A	LR	-	14.6	B	LR	-	15.3	C	
	WB	LTR	-	9.5	A	LTR	-	10.9	B	LTR	-	11.0	B	
	Overall Intersection	**-**	**-**	**4.8**	**A**	**-**	**-**	**5.7**	**A**	**-**	**-**	**5.3**	**A**	
First Avenue and 44th Street														
First Avenue	SB	LT	-	7.6	A	LT	-	7.9	A	LT	-	7.9	A	- Intersection delays changed as a result of diverted volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	Overall Intersection	**-**	**-**	**1.0**	**A**	**-**	**-**	**4.7**	**A**	**-**	**-**	**4.2**	**A**	
Second Avenue and 29th Street														
Second Avenue	NB	LTR	-	7.3	A	LTR	-	7.3	A	LTR	-	7.3	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.
	SB	LTR	-	7.5	A	LTR	-	7.5	A	LTR	-	7.5	A	
29th Street	EB	LTR	-	9.2	A	LTR	-	9.2	A	LTR	-	9.2	A	
	Overall Intersection	**-**	**-**	**8.0**	**A**	**-**	**-**	**8.0**	**A**	**-**	**-**	**8.0**	**A**	
Second Avenue and 32nd Street														
Second Avenue	NB	LTR	-	7.3	A	LTR	-	7.3	A	LTR	-	7.3	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.
	SB	LTR	-	7.5	A	LTR	-	7.6	A	LTR	-	7.6	A	
32nd Street	EB	LTR	-	8.4	A	LTR	-	8.4	A	LTR	-	8.3	A	
	WB	LTR	-	12.5	B	LTR	-	14.7	B	LTR	-	11.2	B	
	Overall Intersection	**-**	**-**	**8.1**	**A**	**-**	**-**	**8.3**	**A**	**-**	**-**	**8.3**	**A**	
Second Avenue and 33rd Street														
Second Avenue	SB	LT	-	7.6	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 at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**0.4**	**A**	**-**	**-**	**1.5**	**A**	**-**	**-**	**1.5**	**A**	
Second Avenue and 34th Street														
34th Street	WB	LR	-	10.1	B	LR	-	10.7	B	LR	-	10.6	B	- 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	**-**	**-**	**2.2**	**A**	**-**	**-**	**2.7**	**A**	**-**	**-**	**2.7**	**A**	
Second Avenue and 35th Street														
Second 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 at the intersection of Second Avenue and 39th Street.
	Overall Intersection	**-**	**-**	**0.6**	**A**	**-**	**-**	**0.7**	**A**	**-**	**-**	**0.7**	**A**	
Second Avenue and 36th Street														
36th Street	WB	LR	-	10.4	B	LR	-	11.8	B	LR	-	11.8	B	- 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	**-**	**-**	**2.4**	**A**	**-**	**-**	**3.3**	**A**	**-**	**-**	**3.3**	**A**	
Second Avenue and 37th Street														
Second Avenue	SB	LT	-	10.1	B	LT	-	449.7	F	LT	-	449.7	F	- **Unmitigatable** - 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	**-**	**-**	**1.0**	**A**	**-**	**-**	**45.0**	**E**	**-**	**-**	**45.1**	**E**	
Second Avenue and 40th Street														
Second Avenue	SB	LT	-	8.3	A	LT	-	8.6	A	LT	-	10.0	B	- 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
	Overall Intersection	**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**	**-**	**-**	**3.0**	**A**	

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		2027 No Action				2027 With Action				2027 With Action w/ Improvements				
				Control				Control				Control		
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mitigation Measures**
Second Avenue and 41st Street														
Second Avenue	NB	LT	-	8.4	A	LT	-	8.7	A	LT	-	8.4	A	- **Unmitigatable**
41st Street	EB	LR	-	15.8	C	LR	-	(3)	F	LR	-	2218.0	F	- Eastbound approach carries less than 90 passenger car equivalents, therefore no significant impacts were identified for this approach.
	WB	LTR	-	17.7	C	LTR	-	213.1	F	LTR	-	147.6	F	
	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
Second Avenue and 44th Street														
Second Avenue	NB	TR	-	10.8	B	TR	-	17.0	C	TR	-	15.9	C	- Intersection delays changed as a result of diverted volumes resulting from northbound left turn and westbound left turn prohibitions at the intersection of Second Avenue and 39th Street
	SB	LT	-	14.1	B	LT	-	27.4	D	LT	-	18.9	C	
44th Street	EB	LTR	-	9.0	A	LTR	-	13.1	B	LTR	-	12.5	B	
	Overall Intersection	**-**	**-**	**12.6**	**B**	**-**	**-**	**21.2**	**C**	**-**	**-**	**16.6**	**C**	
Third Avenue and 31st Street														
Third Avenue	SB	LT	-	0.2	A	LT	-	0.2	A	LT	-	0.2	A	- Mitigation not required.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	**-**	**-**	**0.1**	**A**	
Third Avenue and 38th Street														
38th Street	SB	LT	-	0.2	A	LT	-	3.6	A	LT	-	3.6	A	- Install "No Standing Anytime" regulations along the east curb of the NB approach to allow for an additional travel lane during this time.
	Overall Intersection	**-**	**-**	**0.1**	**A**	**-**	**-**	**1.9**	**A**	**-**	**-**	**1.2**	**A**	- 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.

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
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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)

1ST 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;
- 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;

- 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;

- 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:

- 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 midday peak period, 86 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 and three cars per minute during the weekday midday 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 weekday~~end~~ 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.

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

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Buses	Project Increment	Available Capacity with Proposed Action	Additional Peak Hour Buses Needed to Accommodate Project-Generated Demand	Available Capacity with Mitigation
AM	B35 LTD	EB	Church Ave and Utica Ave	8	18	169	0	169
		WB	Church Ave and Nostrand Ave	15	120	443	1	443
	B70	EB	8th Ave and 62nd St	6	1	79	0	79
		WB	8th Ave and 39th St	6	40	-5	1	49
PM	B35 LTD	EB	Church Ave and Nostrand Ave	14	265	303	3	303
		WB	Church Ave and Nostrand Ave	11	150	401	0	401
	B70	EB	8th Ave and Bay Ridge Ave	4	6	89	0	89
		WB	8th Ave and 62nd St	4	4	115	0	115

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, and 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**.

Table 20-8
Sidewalk Impact Mitigation Summary

Location	No Action		With Action		Mitigated With Action		Mitigation Measures
	sf/p	LOS	sf/p	LOS	sf/p	LOS	
Weekday AM Peak Hour							
35th Street between 3rd Avenue and 4th Avenue (south side)	73.6	A	21.3	D	21.3	D	**Unmitigatable Impact**
3rd Avenue between 34th Street and 35th Street (west side)	140.8	A	12.5	E	12.5	E	**Unmitigatable Impact**
Weekday Midday Peak Hour							
39th Street between 1st Avenue and 2nd Avenue (south side)	88.1	A	7.7	F	34.5	C	Relocate planter and realign ramp.
3rd Avenue between 34th Street and 35th Street (west side)	71.7	A	20.9	D	20.9	D	**Unmitigatable Impact**
Weekday PM Peak Hour							
35th Street between 3rd Avenue and 4th Avenue (south side)	64.7	A	9.1	E	9.1	E	**Unmitigatable Impact**
39th Street between 1st Avenue and 2nd Avenue (south side)	84.0	A	8.3	E	36.1	C	Relocate planter and realign ramp.
3rd Avenue between 34th Street and 35th Street (west side)	128.0	A	1.3	F	1.3	F	**Unmitigatable Impact**
4th Avenue between 35th Street and 36th Street (west side)	47.5	B	14.3	E	14.3	E	**Unmitigatable Impact**
Saturday Peak Hour							
39th Street between 1st Avenue and 2nd Avenue (south side)	63.1	A	-2.8	F	12.9	E	**Unmitigatable Impact**
39th Street between 2nd Avenue and 3rd Avenue (north side)	541.7	A	23.9	D	23.9	D	**Unmitigatable Impact**
3rd Avenue between 34th Street and 35th Street (west side)	83.4	A	18.7	D	18.7	D	**Unmitigatable Impact**

Note: sf/p = square feet per pedestrian

Table 20-9
Crosswalk Impact Mitigation Summary

Location		No Action		With Action		Mitigated With Action		Mitigation Measures
		sf/p	LOS	sf/p	LOS	sf/p	LOS	
Weekday AM Peak Hour								
2nd Avenue and 39th Street	South Crosswalk	68.2	A	14.8	E	15.3	D	**Unmitigatable Impact.** Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation
3rd Avenue and 35th Street	North Crosswalk	93.0	A	18.3	D	24.1	C	Widen crosswalk by 3 feet to 15 feet
	South Crosswalk	93.5	A	21.9	D	24.1	C	Widen crosswalk by 1 foot to 13 feet
3rd Avenue and 36th Street	North Crosswalk	28.1	C	23.8	D	32.1	C	Widen crosswalk by 4 feet to 17 feet
Weekday Midday Peak Hour								
2nd Avenue and 39th Street	North Crosswalk	238.9	A	10.6	E	12.5	E	**Unmitigatable Impact**
	South Crosswalk	49.4	B	3.2	F	3.7	F	**Unmitigatable Impact.** Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation
	East Crosswalk	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	C	21.5	D	27.7	C	Widen crosswalk by 3 feet to 15 feet
3rd Avenue and 36th Street	North Crosswalk	17.2	D	11.0	E	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
	South Crosswalk	36.8	C	19.5	D	25.8	C	Widen crosswalk by 3 feet to 16 feet
3rd Avenue and 39th Street	North Crosswalk	116.4	A	7.2	F	22.4	D	**Unmitigatable Impact**
	South Crosswalk	303.3	A	22.7	D	36.3	C	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**

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

Location		No Action		With Action		Mitigated With Action		Mitigation Measures
		sf/p	LOS	sf/p	LOS	sf/p	LOS	
Weekday PM Peak Hour								
2nd Avenue and 39th Street	North Crosswalk	251.5	A	12.4	E	13.1	E	**Unmitigatable Impact**
	South Crosswalk	55.9	B	4.3	F	4.4	F	**Unmitigatable Impact.** Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation.
	East Crosswalk	80.8	A	16.1	D	18.7	D	**Unmitigatable Impact.** Widen crosswalk by 6 feet to 18 feet to accommodate traffic mitigation
	West Crosswalk	251.2	A	12.2	E	14.3	E	**Unmitigatable Impact.** Widen crosswalk by 9 feet to 21 feet to accommodate traffic mitigation
3rd Avenue and 35th Street	North Crosswalk	68.4	A	9.5	E	12.7	E	**Unmitigatable Impact**
	South Crosswalk	48.9	B	9.2	E	10.2	E	**Unmitigatable Impact**
	West Crosswalk	217.3	A	21.7	D	25.7	C	Widen crosswalk by 2 feet to 16 feet
3rd Avenue and 36th Street	North Crosswalk	16.2	D	9.4	E	13.0	E	**Unmitigatable Impact**
	South Crosswalk	27.6	C	13.5	E	17.2	D	**Unmitigatable Impact**
	West Crosswalk	89.2	A	22.8	D	24.9	C	Widen crosswalk by 1 foot to 14 feet
3rd Avenue and 39th Street	North Crosswalk	208.6	A	12.0	E	33.1	C	Mitigated as a result of traffic mitigation measures
4th Avenue and 35th Street	West Crosswalk	72.5	A	22.8	D	24.7	C	Widen crosswalk by 1 foot to 16 feet
Saturday Peak Hour								
2nd Avenue and 39th Street	North Crosswalk	356.4	A	13.7	E	17.1	D	**Unmitigatable Impact**
	South Crosswalk	80.1	A	5.3	F	5.3	F	**Unmitigatable Impact.** Widen crosswalk by 2 feet to 17 feet to accommodate traffic mitigation.
	East Crosswalk	68.0	A	13.5	E	14.1	E	**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 and 36th Street	North Crosswalk	27.5	C	15.2	D	20.7	D	**Unmitigatable Impact**
	South Crosswalk	35.3	C	20.3	D	25.6	C	Widen crosswalk by 3 feet to 16 feet
3rd Avenue and 39th Street	North Crosswalk	181.6	A	15.7	D	39.5	C	Mitigated as a result of traffic mitigation measures

Note: sf/p = square feet per pedestrian

Table 20-10
Corner Impact Mitigation Summary

Location		No Action		With Action		Mitigated With Action		Mitigation Measures
		sf/p	LOS	sf/p	LOS	sf/p	LOS	
Weekday AM Peak Hour								
No corner elements impacted during the weekday AM peak hour		-	-	-	-	-	-	n/a
Weekday Midday Peak Hour								
2nd Avenue and 39th Street	Southeast corner	189.5	A	8.9	E	10.9	E	**Unmitigatable Impact.** Remove dilapidated utility pole to provide additional pedestrian space.
	Southwest corner	287.4	A	9.4	E	12.0	E	**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	E	17.0	D	**Unmitigatable Impact.** Remove dilapidated utility pole to provide additional pedestrian space.
	Southwest corner	350.5	A	12.0	E	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

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 (PM_{10} and $PM_{2.5}$) concentrations related to traffic generated by the Proposed Project, and concludes that the Proposed Project would exceed the annual $PM_{2.5}$ *de minimis* criterion of 0.1 µg/m^3 ~~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 $PM_{2.5}$ Incremental Concentrations with Traffic Mitigations (µg/m^3)

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. 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 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 L_{10}, 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. ✷