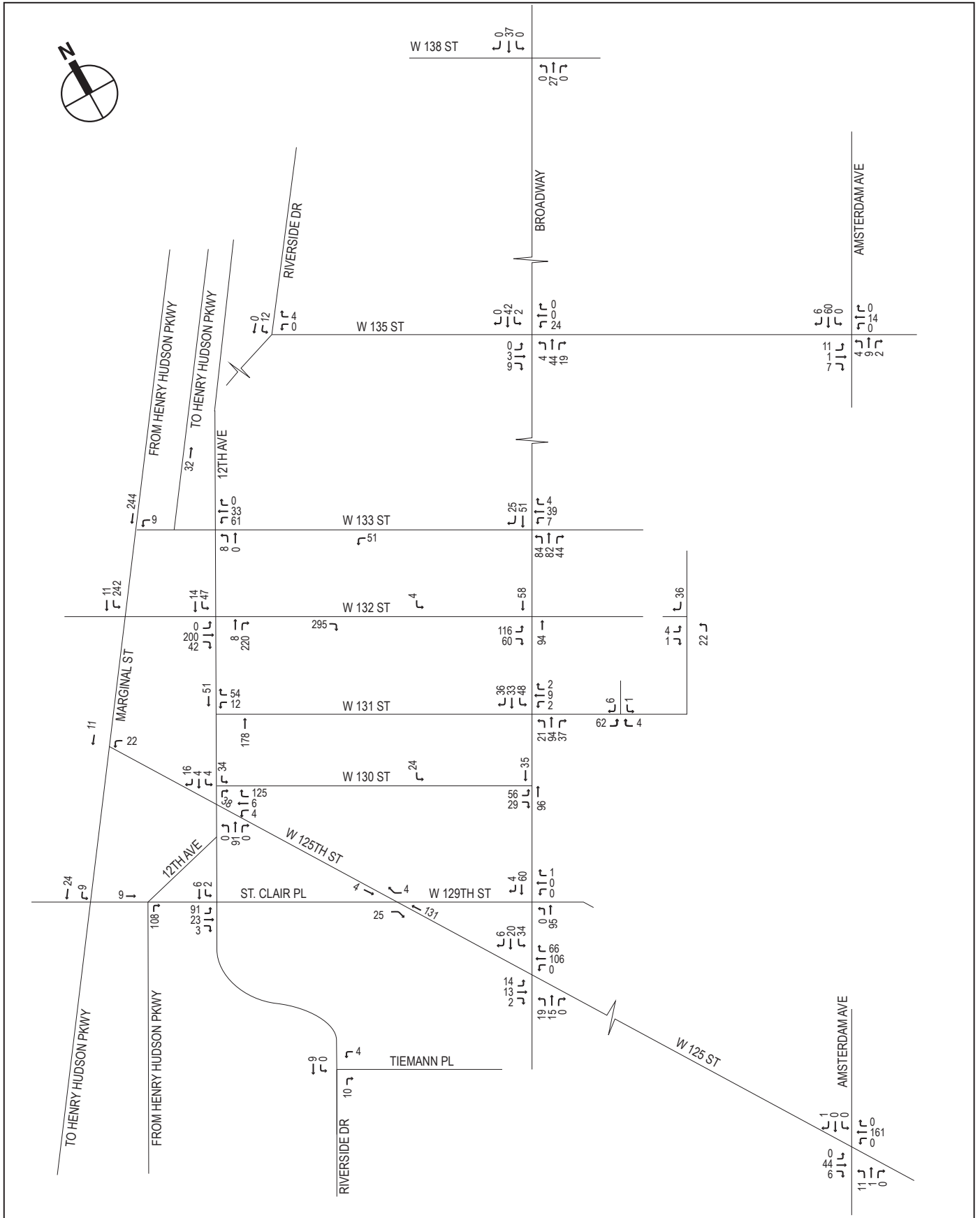


APPENDIX R

EXPANDED INFILL ALTERNATIVE

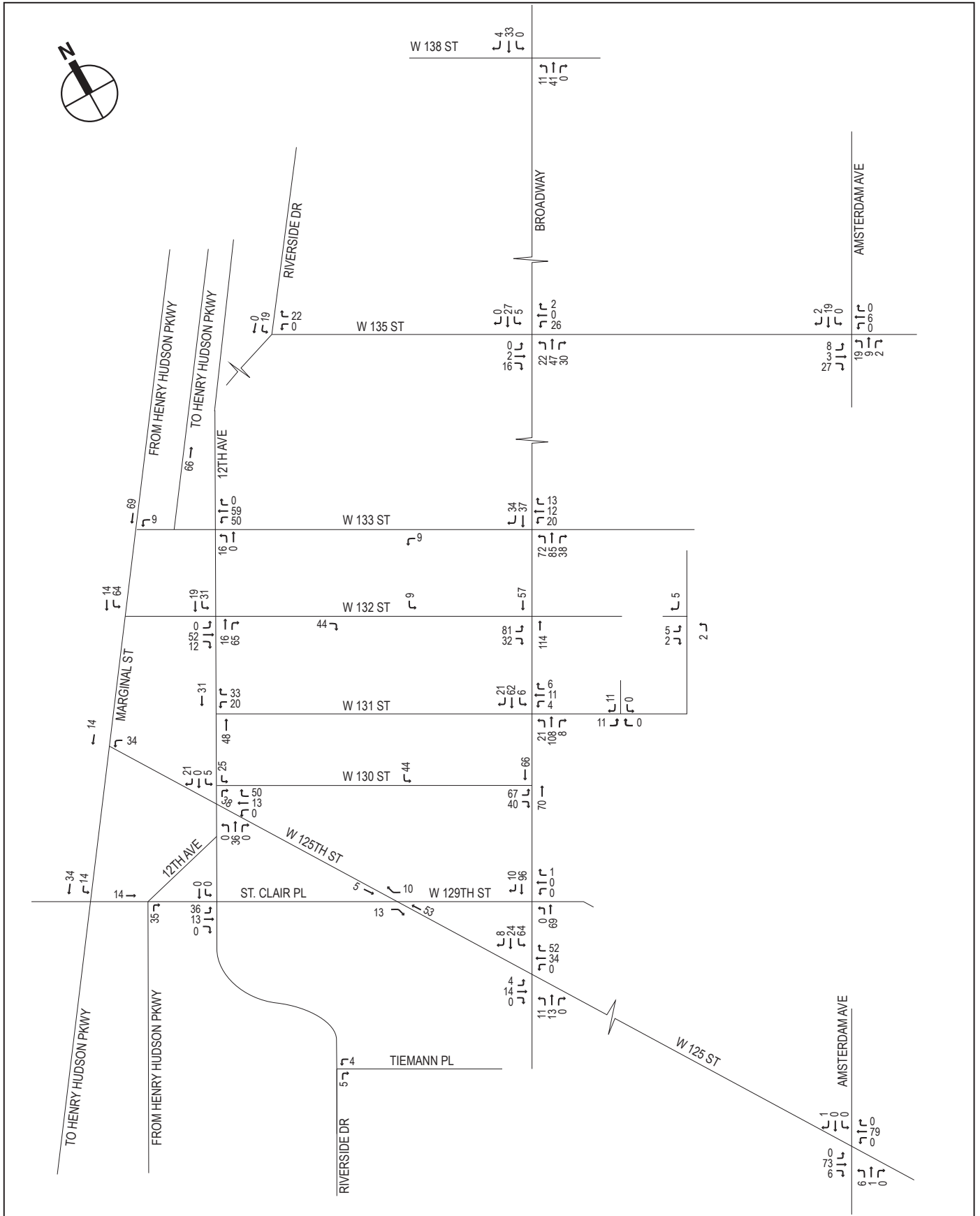
APPENDIX R.1

TRAFFIC AND PARKING



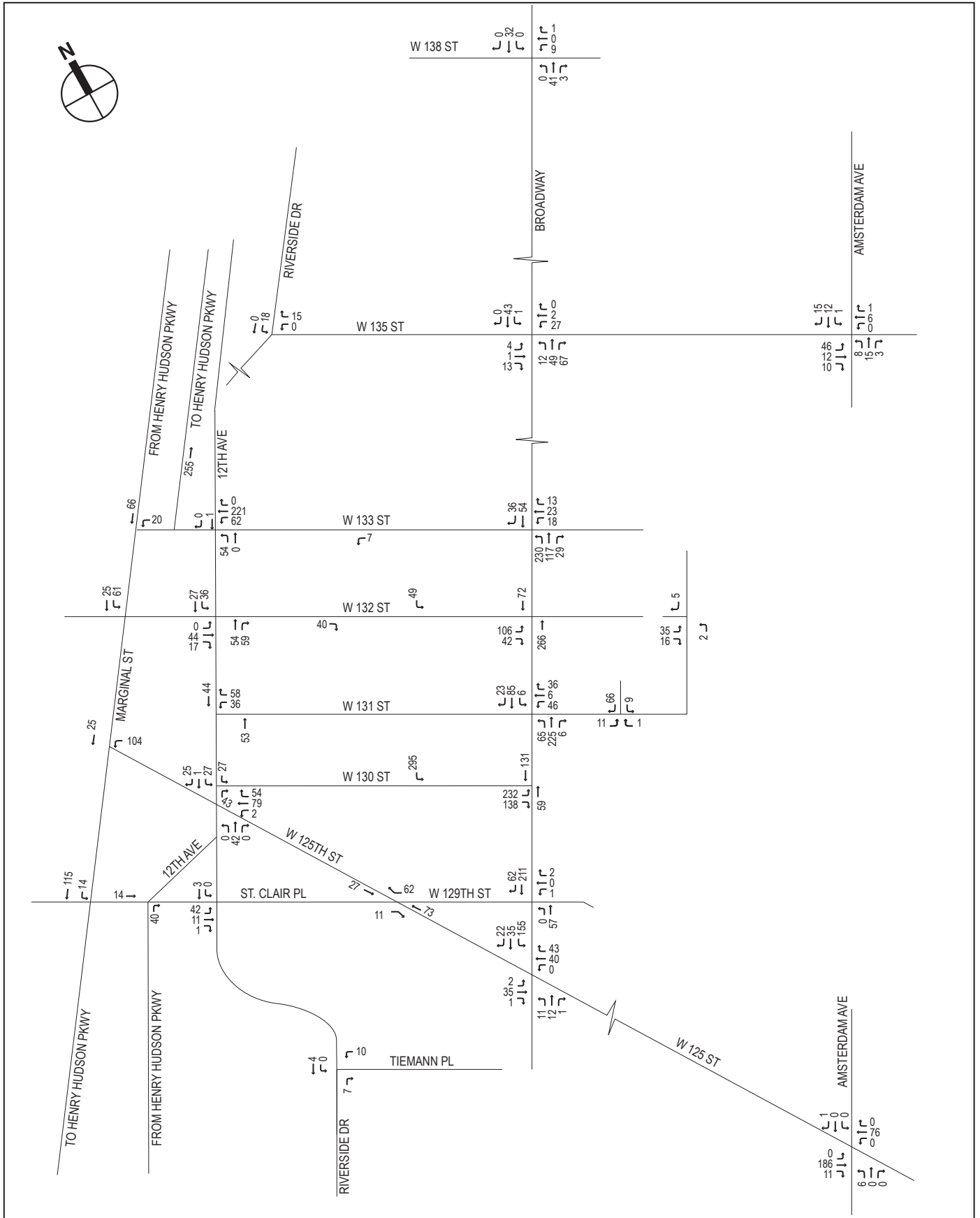
NOT TO SCALE

Figure R.1-1
Primary Study Area
2030 Expanded Infill Alternative Generated Traffic Volumes
Morning Peak Hour



NOT TO SCALE

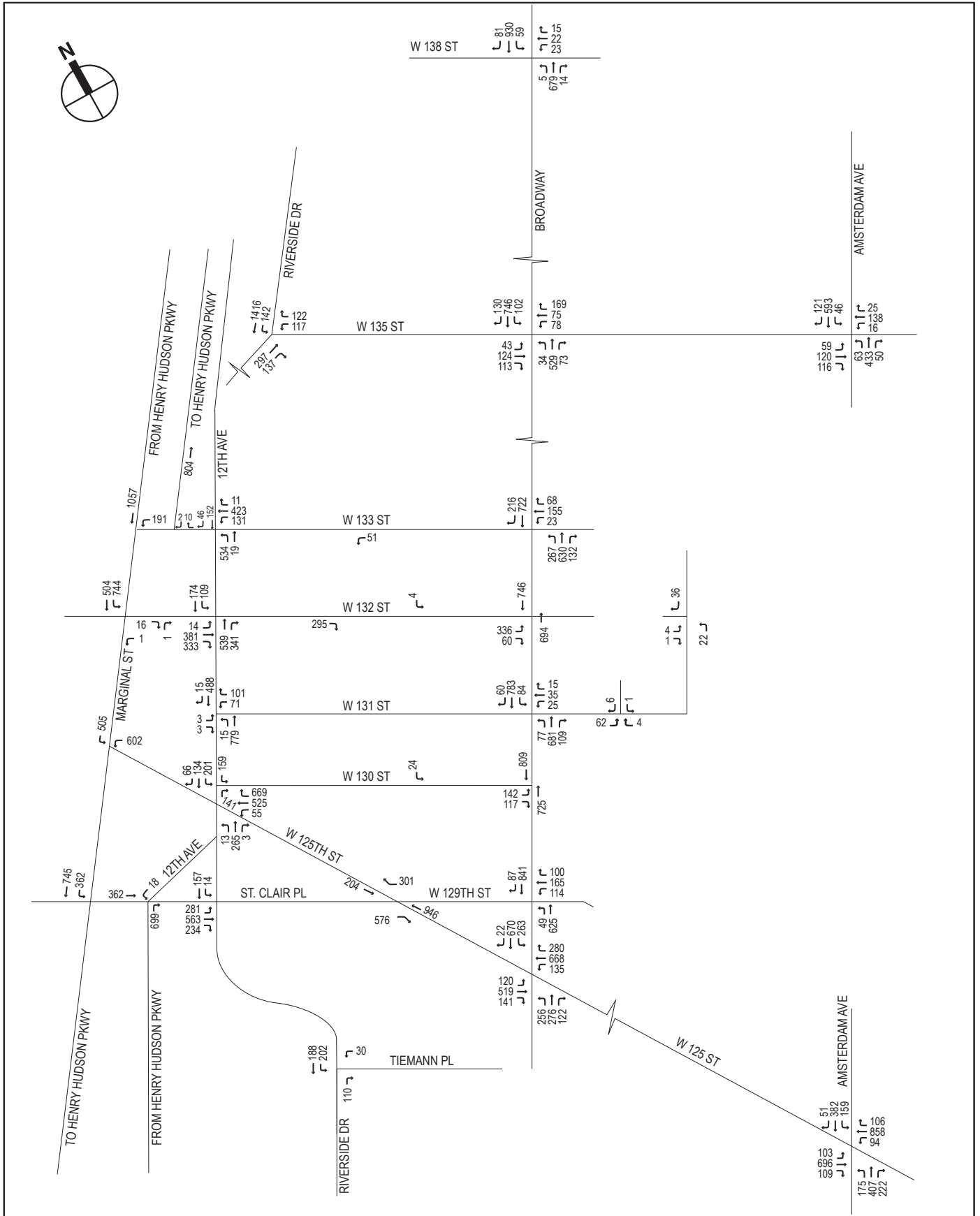
Figure R.1-2 Primary Study Area



NOT TO SCALE

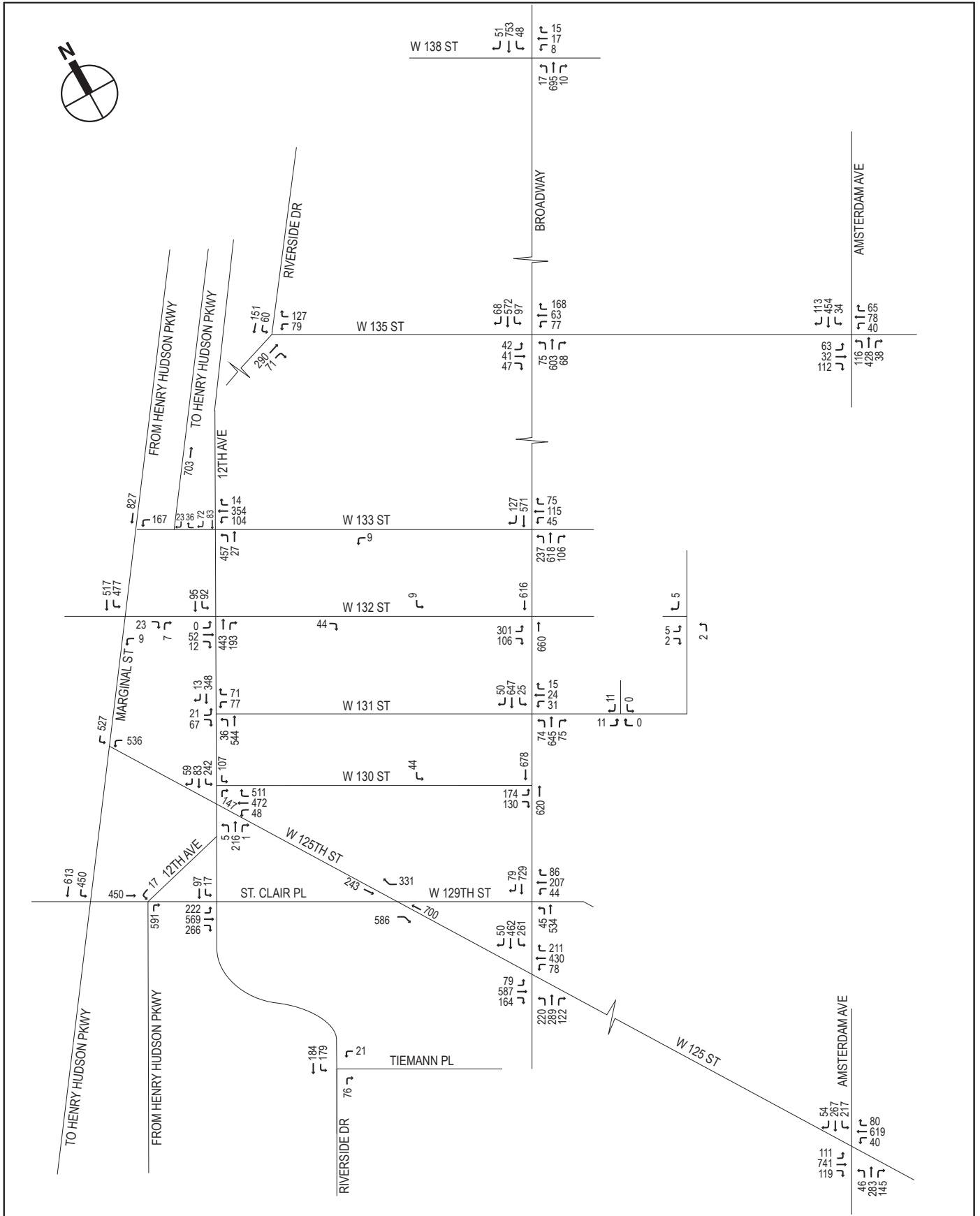
Figure R.1-3

Primary Study Area



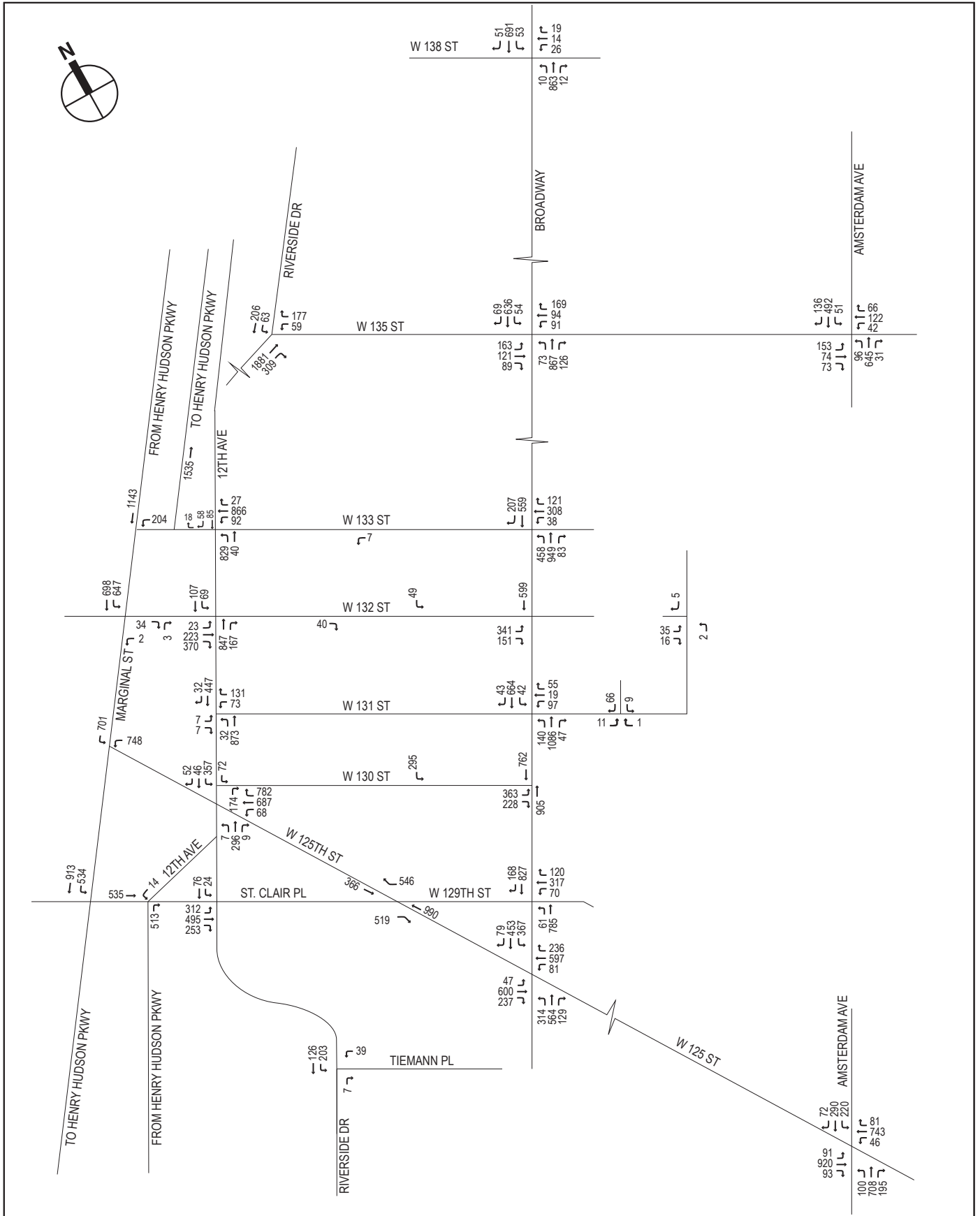
NOT TO SCALE

Figure R.1-4
Primary Study Area
2030 Expanded Infill Alternative Build Traffic Volumes
Morning Peak Hour



NOT TO SCALE

Figure R.1-5 Primary Study Area 2030 Expanded Infill Alternative Build Traffic Volumes Midday Peak Hour



NOT TO SCALE

Figure R.1-6
Primary Study Area
2030 Expanded Infill Alternative Build Traffic Volumes
Evening Peak Hour

Proposed Manhattanville in West Harlem Rezoning EIS
Columbia University Campus Development Program: RWCDS vs. Infill Alternative



2015 Subdistrict A: Overall Reasonable Worst-Case Development Scenario

| Building Type | Bdg # | Square Footage in GSF | | | Building Use | |
|-------------------|-------|-----------------------|---------------|------------------|--------------|----------|
| | | Main Use | Retail | Total | Permitted | Trans WC |
| Research | 2 | 351,310 | 11,400 | 362,710 | -- | Research |
| Academic | 1 | 114,082 | 16,144 | 130,226 | -- | Academic |
| | 3 | 64,020 | 0 | 64,020 | -- | Academic |
| | 4 | 354,738 | 21,505 | 376,243 | Housing | Academic |
| | SubT | 532,840 | 37,649 | 570,489 | | |
| Fac & Std Housing | 7 | 158,840 | 11,400 | 170,240 | Academic | Academic |
| Total | | 1,042,990 | 60,449 | 1,103,439 | | |

2030 Subdistrict A: Overall Reasonable Worst-Case Development Scenario

| Building Type | Bdg # | Square Footage in GSF | | | Building Use | | |
|-----------------------------|----------|-----------------------|----------------|------------------|--------------|----------|----------|
| | | Main Use | Retail | Total | Permitted | Trans WC | |
| Research | 2 | 351,310 | 11,400 | 362,710 | -- | Research | |
| | 6 | 367,261 | 11,400 | 378,661 | Recreation | Research | |
| | 6b | 138,890 | 0 | 138,890 | Academic | Research | |
| | 8 | 301,101 | 11,400 | 312,501 | Academic | Research | |
| | 11 | 398,193 | 11,400 | 409,593 | Academic | Academic | |
| | 12 | 214,225 | 0 | 214,225 | Academic | Academic | |
| | 15 | 386,792 | 11,400 | 398,192 | Academic | Research | |
| | 17 | 439,185 | 11,400 | 450,585 | Housing | Research | |
| | SubT | 2,596,957 | 68,400 | 2,665,357 | | | |
| | Academic | 1 | 114,082 | 16,144 | 130,226 | -- | Academic |
| 3 | | 64,020 | 0 | 64,020 | -- | Academic | |
| 4 | | 354,738 | 21,505 | 376,243 | Housing | Academic | |
| 10 | | 271,770 | 11,400 | 283,170 | Research | Academic | |
| 13 | | 266,000 | 0 | 266,000 | Housing | Academic | |
| 16 | | 196,318 | 11,400 | 207,718 | -- | Academic | |
| SubT | | 1,266,928 | 60,449 | 1,327,377 | | | |
| Faculty and Student Housing | | 7 | 158,840 | 11,400 | 170,240 | Academic | Academic |
| | | 14 | 423,275 | 11,400 | 434,675 | Academic | Housing |
| SubT | | 582,115 | 22,800 | 604,915 | | | |
| Recreation | 9 | 239,313 | 0 | 239,313 | Research | Research | |
| Retail | 5 | 0 | 10,969 | 10,969 | -- | Retail | |
| Total | | 4,685,313 | 162,618 | 4,847,931 | | | |

2015 Phase I **Acad** Transportation Worst-Case Change in Building Use

Below Grade

| | 2015 | 2030 | | | Total |
|----------------------------|----------------|------------------|----------------|------------------|------------------|
| | | W of Bway | E of Bway | Total | |
| Parking | 0 | 689,682 | 158,923 | 848,605 | 848,605 |
| Loading/Service/Storage | 125,932 | 395,056 | 34,403 | 429,459 | 555,391 |
| Energy Center | 50,870 | 19,329 | 0 | 19,329 | 70,199 |
| Research Support | 58,563 | 237,638 | 0 | 237,638 | 296,201 |
| Below-Grade Program | 69,830 | 0 | 0 | 69,830 | 69,830 |
| Swimming and Diving Center | 0 | 145,431 | 0 | 145,431 | 145,431 |
| Total | 305,195 | 1,487,136 | 193,326 | 1,680,462 | 1,985,657 |

Total Development Gross Floor Area

| | 2015 | 2030 | | | Total |
|--------------|------------------|------------------|------------------|------------------|------------------|
| | | W of Bway | E of Bway | Total | |
| Above Grade | 1,103,439 | 2,687,997 | 1,056,495 | 3,744,492 | 4,847,931 |
| Below Grade | 305,195 | 1,487,136 | 193,326 | 1,680,462 | 1,985,657 |
| Total | 1,408,634 | 4,175,133 | 1,249,821 | 5,424,954 | 6,833,588 |

RWCDS vs. Infill for Trip Generation Purposes

| Use | RWCDS | Infill | Percentage |
|----------|-----------|-----------|------------|
| Academic | 2,070,000 | 1,043,414 | 50.4% |
| Research | 2,591,000 | 1,995,952 | 77.0% |
| Housing | 562 | 752 | 133.8% |
| Retail | 130,000 | 49,569 | 38.1% |

2030 Infill Alternative

| Building # | Illust | Infill | Bdg Type | Square Footage in GSF | | Notes |
|--------------|--------|--------|------------|-----------------------|--------|--------------------------------|
| | | | | Main Use | Retail | |
| 2 | 2 | | Housing | 70,441 | 3,000 | |
| 6 | 6 | | Research | 466,602 | 6,000 | |
| 6b | 6b | | Housing | 49,290 | | |
| 8 | 8 | | Housing | 128,763 | | |
| 11 | -- | | | | | |
| 12 | 12 | | Research | 284,760 | | |
| 15 | 15 | | Research | 356,051 | 6,000 | |
| 17 | 17 | | Academic | 280,271 | | |
| 1 | 1 | | Academic | 69,680 | 12,669 | |
| 3 | 3 | | Research | 205,330 | | |
| 4 | 4 | | Academic | 213,831 | 3,900 | |
| 10 | 10 | | Research | 290,762 | 6,000 | |
| 13 | 13 | | Parking | 130,091 | | Incl. 83,120 sf of MTA Parking |
| | | | Recreation | 130,091 | | No Trips |
| 16 | Nash | | Academic | 207,718 | | |
| 7 | 7 | | Research | 254,547 | 6,000 | |
| 14 | 14 | | Academic | 212,308 | 6,000 | |
| | | | Housing | 110,453 | | |
| 9 | 9 | | Housing | 109,342 | | |
| 5 | -- | | | | | |
| Total | | | Academic | 983,808 | | |
| | | | Research | 1,858,052 | | |
| | | | Housing | 468,289 | | 752 units based on 623 sf/unit |
| | | | Retail | | 49,569 | |

Below Grade

| | 2015 | 2030 | | | Total |
|----------------------------|----------------|----------------|----------------|----------------|------------------|
| | | W of Bway | E of Bway | Total | |
| Parking | 0 | 284,805 | 117,408 | 402,213 | 402,213 |
| Loading/Service/Storage | 125,932 | 195,170 | 55,418 | 250,588 | 376,520 |
| Energy Center | 50,870 | 0 | 0 | 50,870 | 50,870 |
| Research Support | 58,563 | 137,900 | 0 | 196,463 | 255,026 |
| Below-Grade Program | 69,830 | 59,606 | 0 | 129,436 | 129,436 |
| Swimming and Diving Center | 0 | 0 | 0 | 0 | 0 |
| Total | 305,195 | 677,481 | 172,826 | 850,307 | 1,155,504 |

Below-Grade Program - assumed as academic for trip generation purposes
Research Support - assumed as research for trip generation purposes

Total Parking - 1323 spaces based on 339 sf per space

Infill Parking

| Garage Location | No. of Spaces |
|--------------------------------|---------------|
| W. of Bway - 132nd/133rd Block | 138 |
| W. of Bway - 131st/132nd Block | 839 |
| E. of Bway - 131st/132nd Block | 346 |
| Total | 1,323 |



Proposed Manhattanville in West Harlem Rezoning EIS

**2030 Trip Generation Results for University Development
Traffic and Transportation Infill Alternative**

Person Trips by Mode

| Analysis Period and Use | Auto | | Taxi | | Subway | | Bus | | Shuttle | | Comm Rail | | Walk Only | | Total | |
|-------------------------|------------|------------|-----------|-----------|--------------|--------------|------------|------------|-----------|-----------|-----------|----------|--------------|--------------|--------------|--------------|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM PEAK HOUR | | | | | | | | | | | | | | | | |
| Research | 276 | 15 | 22 | 1 | 664 | 36 | 115 | 6 | 43 | 2 | 0 | 0 | 288 | 18 | 1,408 | 78 |
| Academic | 235 | 13 | 25 | 0 | 545 | 30 | 92 | 5 | 23 | 1 | 0 | 0 | 326 | 20 | 1,246 | 69 |
| General Support/Admin | 25 | 1 | 2 | 0 | 60 | 3 | 13 | 1 | 2 | 0 | 0 | 0 | 19 | 1 | 121 | 6 |
| University Housing | 7 | 26 | 2 | 7 | 22 | 88 | 7 | 27 | 1 | 4 | 1 | 3 | 15 | 64 | 55 | 219 |
| Retail | 1 | 1 | 1 | 1 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 25 | 25 | 36 | 36 |
| Total | 544 | 56 | 52 | 9 | 1,298 | 164 | 229 | 41 | 69 | 7 | 1 | 3 | 673 | 128 | 2,866 | 408 |
| MIDDAY PEAK HOUR | | | | | | | | | | | | | | | | |
| Research | 28 | 28 | 11 | 11 | 53 | 53 | 28 | 28 | 16 | 16 | 0 | 0 | 405 | 405 | 541 | 541 |
| Academic | 30 | 30 | 12 | 12 | 57 | 57 | 30 | 30 | 17 | 17 | 0 | 0 | 422 | 422 | 568 | 568 |
| General Support/Admin | 2 | 2 | 1 | 1 | 4 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 30 | 30 | 40 | 40 |
| University Housing | 9 | 8 | 2 | 2 | 29 | 28 | 9 | 9 | 1 | 1 | 1 | 1 | 21 | 20 | 72 | 69 |
| Retail | 4 | 4 | 7 | 7 | 45 | 45 | 11 | 11 | 0 | 0 | 0 | 0 | 156 | 156 | 223 | 223 |
| Total | 73 | 72 | 33 | 33 | 188 | 187 | 80 | 80 | 35 | 35 | 1 | 1 | 1,034 | 1,033 | 1,444 | 1,441 |
| PM PEAK HOUR | | | | | | | | | | | | | | | | |
| Research | 30 | 262 | 1 | 21 | 71 | 632 | 13 | 111 | 5 | 41 | 0 | 0 | 30 | 272 | 150 | 1,339 |
| Academic | 25 | 223 | 3 | 24 | 57 | 517 | 9 | 87 | 1 | 21 | 0 | 0 | 36 | 310 | 131 | 1,182 |
| General Support/Admin | 3 | 23 | 0 | 2 | 6 | 57 | 1 | 12 | 0 | 2 | 0 | 0 | 3 | 19 | 13 | 115 |
| University Housing | 25 | 14 | 6 | 3 | 84 | 45 | 26 | 14 | 4 | 2 | 3 | 2 | 61 | 33 | 209 | 113 |
| Retail | 2 | 2 | 3 | 3 | 23 | 23 | 6 | 6 | 0 | 0 | 0 | 0 | 79 | 79 | 113 | 113 |
| Total | 85 | 524 | 13 | 53 | 241 | 1,274 | 55 | 230 | 10 | 66 | 3 | 2 | 209 | 713 | 616 | 2,862 |

Vehicle Trips by Type

| Analysis Period and Use | Auto | | Taxi | | Delivery | | Shuttle | | Total | | |
|-------------------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| AM PEAK HOUR | | | | | | | | | | | |
| Research | 231 | 14 | 17 | 17 | 19 | 19 | | | 267 | 50 | 317 |
| Academic | 196 | 11 | 19 | 19 | 3 | 3 | | | 218 | 33 | 251 |
| General Support/Admin | 21 | 1 | 2 | 2 | 0 | 0 | | | 23 | 3 | 26 |
| University Housing | 6 | 22 | 7 | 7 | 2 | 2 | | | 15 | 31 | 46 |
| Retail | 1 | 1 | 1 | 1 | 1 | 1 | | | 3 | 3 | 6 |
| Total | 455 | 49 | 46 | 46 | 25 | 25 | 12 | 12 | 538 | 132 | 670 |
| MIDDAY PEAK HOUR | | | | | | | | | | | |
| Research | 24 | 24 | 12 | 12 | 18 | 18 | | | 54 | 54 | 108 |
| Academic | 25 | 25 | 14 | 14 | 3 | 3 | | | 42 | 42 | 84 |
| General Support/Admin | 2 | 2 | 1 | 1 | 0 | 0 | | | 3 | 3 | 6 |
| University Housing | 8 | 7 | 3 | 3 | 2 | 2 | | | 13 | 12 | 25 |
| Retail | 3 | 3 | 9 | 9 | 2 | 2 | | | 14 | 14 | 28 |
| Total | 62 | 61 | 39 | 39 | 25 | 25 | 12 | 12 | 138 | 137 | 275 |
| PM PEAK HOUR | | | | | | | | | | | |
| Research | 26 | 218 | 17 | 17 | 10 | 10 | | | 53 | 245 | 298 |
| Academic | 22 | 186 | 18 | 18 | 2 | 2 | | | 42 | 206 | 248 |
| General Support/Admin | 3 | 19 | 2 | 2 | 0 | 0 | | | 5 | 21 | 26 |
| University Housing | 21 | 12 | 5 | 5 | 1 | 1 | | | 27 | 18 | 45 |
| Retail | 1 | 1 | 4 | 4 | 0 | 0 | | | 5 | 5 | 10 |
| Total | 73 | 436 | 46 | 46 | 13 | 13 | 12 | 12 | 144 | 507 | 651 |

**Proposed Manhattanville in West Harlem Rezoning EIS
2030 Parking Accumulation for Infill Alternative**

Total Columbia Auto Trips

| Time Beginning | Columbia No Build Sites | | | | | | | | | Columbia Build Traffic and Infill Alternative | | | | | | | | | | | | Grand Total | | | | | | | | | | | |
|----------------|-------------------------|-----------|------------|--------------------|------------|------------|---------------------|------------|------------|---|------------|------------|------------|------------|--------------|------------|------------|--------------|--------------------|------------|------------|-------------|----------|----------|-----------------------|-----------|-----------|------------------|--------------|--------------|--------------|--------------|--------------|
| | Prentis Hall* | | | New Academic Bdg** | | | Studebaker Building | | | Subtotal | | | Research | | | Academic | | | University Housing | | | | | | Administrative Office | | | Retail & Support | | | Subtotal | | |
| | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum | In | Out | Accum |
| Midnight | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 6 | 5 | 1 | 9 | 8 | 3 | 2 | 188 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 17 | 203 | 5 | 20 | 207 |
| 1:00 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 5 | 0 | 1 | 9 | 0 | 1 | 1 | 188 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 15 | 190 | 2 | 18 | 191 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 191 | 1 | 0 | 192 |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 188 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 190 | 0 | 1 | 191 |
| 4:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 187 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 189 | 0 | 1 | 190 |
| 5:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 186 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 188 | 0 | 1 | 189 |
| 6:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 184 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 186 | 0 | 2 | 187 |
| 7:00 AM | 3 | 0 | 4 | 7 | 0 | 7 | 8 | 1 | 7 | 18 | 1 | 18 | 46 | 0 | 46 | 41 | 1 | 40 | 2 | 10 | 176 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 11 | 264 | 107 | 12 | 282 |
| 8:00 AM | 16 | 1 | 19 | 29 | 6 | 30 | 95 | 16 | 86 | 140 | 23 | 135 | 252 | 15 | 283 | 196 | 11 | 225 | 6 | 22 | 160 | 0 | 0 | 0 | 1 | 1 | 2 | 455 | 49 | 670 | 595 | 72 | 805 |
| 9:00 AM | 12 | 2 | 29 | 25 | 4 | 51 | 70 | 7 | 149 | 107 | 13 | 229 | 207 | 36 | 454 | 150 | 26 | 349 | 5 | 15 | 150 | 0 | 0 | 0 | 0 | 0 | 2 | 362 | 77 | 955 | 469 | 90 | 1,184 |
| 10:00 AM | 12 | 2 | 39 | 23 | 5 | 69 | 18 | 14 | 153 | 53 | 21 | 261 | 130 | 44 | 540 | 141 | 25 | 465 | 6 | 9 | 147 | 0 | 0 | 0 | 1 | 0 | 3 | 278 | 78 | 1,155 | 331 | 99 | 1,416 |
| 11:00 AM | 4 | 1 | 42 | 8 | 4 | 73 | 4 | 9 | 148 | 16 | 14 | 263 | 19 | 15 | 544 | 24 | 10 | 479 | 7 | 8 | 146 | 0 | 0 | 0 | 1 | 1 | 3 | 51 | 34 | 1,172 | 67 | 48 | 1,435 |
| 12:00 PM | 4 | 4 | 42 | 9 | 9 | 73 | 16 | 16 | 148 | 29 | 29 | 263 | 26 | 26 | 544 | 25 | 27 | 477 | 8 | 8 | 146 | 0 | 0 | 0 | 3 | 3 | 3 | 62 | 64 | 1,170 | 91 | 93 | 1,433 |
| 1:00 PM | 3 | 4 | 41 | 7 | 8 | 72 | 17 | 9 | 156 | 27 | 21 | 269 | 21 | 26 | 539 | 19 | 25 | 471 | 8 | 8 | 146 | 0 | 0 | 0 | 2 | 3 | 2 | 50 | 62 | 1,158 | 77 | 83 | 1,427 |
| 2:00 PM | 1 | 3 | 39 | 3 | 5 | 70 | 10 | 5 | 161 | 14 | 13 | 270 | 7 | 11 | 535 | 9 | 14 | 466 | 7 | 7 | 146 | 0 | 0 | 0 | 2 | 1 | 3 | 25 | 33 | 1,150 | 39 | 46 | 1,420 |
| 3:00 PM | 1 | 4 | 36 | 3 | 9 | 64 | 3 | 4 | 160 | 7 | 17 | 260 | 7 | 22 | 520 | 7 | 27 | 446 | 11 | 7 | 150 | 0 | 0 | 0 | 1 | 2 | 2 | 26 | 58 | 1,118 | 33 | 75 | 1,378 |
| 4:00 PM | 2 | 15 | 23 | 7 | 27 | 44 | 16 | 87 | 89 | 25 | 129 | 156 | 29 | 237 | 312 | 22 | 186 | 282 | 16 | 8 | 158 | 0 | 0 | 0 | 1 | 2 | 1 | 68 | 433 | 753 | 93 | 562 | 909 |
| 5:00 PM | 2 | 12 | 13 | 4 | 24 | 24 | 11 | 84 | 16 | 17 | 120 | 53 | 24 | 185 | 151 | 22 | 144 | 160 | 21 | 12 | 167 | 0 | 0 | 0 | 1 | 1 | 1 | 68 | 342 | 479 | 85 | 462 | 532 |
| 6:00 PM | 2 | 9 | 6 | 4 | 18 | 10 | 4 | 18 | 2 | 10 | 45 | 18 | 24 | 127 | 48 | 27 | 108 | 79 | 19 | 10 | 176 | 0 | 0 | 0 | 1 | 2 | 0 | 71 | 247 | 303 | 81 | 292 | 321 |
| 7:00 PM | 2 | 5 | 3 | 4 | 10 | 4 | 1 | 3 | 0 | 7 | 18 | 7 | 16 | 42 | 22 | 23 | 60 | 42 | 18 | 8 | 186 | 0 | 0 | 0 | 1 | 1 | 0 | 58 | 111 | 250 | 65 | 129 | 257 |
| 8:00 PM | 2 | 3 | 2 | 5 | 5 | 4 | 0 | 0 | 0 | 7 | 8 | 6 | 25 | 21 | 26 | 28 | 34 | 36 | 9 | 2 | 193 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 57 | 255 | 69 | 65 | 261 |
| 9:00 PM | 1 | 2 | 1 | 3 | 2 | 5 | 0 | 0 | 0 | 4 | 4 | 6 | 11 | 12 | 25 | 16 | 15 | 37 | 3 | 6 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 33 | 252 | 34 | 37 | 258 |
| 10:00 PM | 1 | 1 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 9 | 19 | 6 | 15 | 28 | 5 | 5 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 29 | 237 | 16 | 32 | 242 |
| 11:00 PM | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 10 | 11 | 2 | 8 | 22 | 4 | 3 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 224 | 8 | 24 | 226 |
| Total | 68 | 71 | 139 | 142 | 144 | 286 | 273 | 273 | 546 | 483 | 488 | 971 | 850 | 849 | 1,699 | 760 | 754 | 1,514 | 160 | 156 | 316 | 0 | 0 | 0 | 15 | 17 | 32 | 1,785 | 1,776 | 3,561 | 2,268 | 2,264 | 4,532 |

* Projected existing demand of Prentis Hall. ** New Academic Building also incorporates Science High School and existing McDonald's, the parking demand of which is not part of this estimate.

Note: Total ins and total outs may not equal due to rounding; university housing assumed for use by faculty and students with a weighted faculty car ownership of 25 perc

**Proposed Manhattanville in West Harlem Rezoning EIS
Infill Alternative vs. Reasonable Worst Case Development Scenario Comparison**

Reasonable Worst Case Development Scenario (RWCDs) - Program and Projected Person/Vehicle Trips

| | | |
|----------------------------------|-------|-----------------------|
| Academic Research - | 2,295 | ksf |
| Academic - | 2,000 | ksf |
| General Support Administration - | 280 | total persons per day |
| Housing - | 562 | DU |
| Retail - | 130 | ksf |

| Peak Hour | Projected Person Trips | | | | | | Projected Vehicle Trips | | | | | |
|-----------|------------------------|----------|-----------|---------|--------|-------|-------------------------|----------|-----------|---------|--------|-------|
| | Acad Res | Academic | Gen Admin | Housing | Retail | Total | Acad Res | Academic | Gen Admin | Housing | Retail | Total |
| AM | 1,924 | 2,611 | 196 | 205 | 192 | 5,128 | 408 | 502 | 38 | 33 | 18 | 999 |
| Midday | 1,400 | 2,250 | 122 | 106 | 1,172 | 5,050 | 142 | 164 | 8 | 20 | 70 | 404 |
| PM | 1,926 | 2,608 | 196 | 240 | 592 | 5,562 | 381 | 498 | 37 | 36 | 34 | 986 |

Subdistrict B and Other Area - Projected Person/Vehicle Trips

| Peak Hour | Projected Person Trips | | | | | | Projected Vehicle Trips | | | | | |
|-----------|------------------------|--|--|--|--|-------|-------------------------|--|--|--|--|-----|
| AM | | | | | | 707 | | | | | | 196 |
| Midday | | | | | | 1,296 | | | | | | 302 |
| PM | | | | | | 1,346 | | | | | | 355 |

Infill Alternative - Program and Projected Person/Vehicle Trips

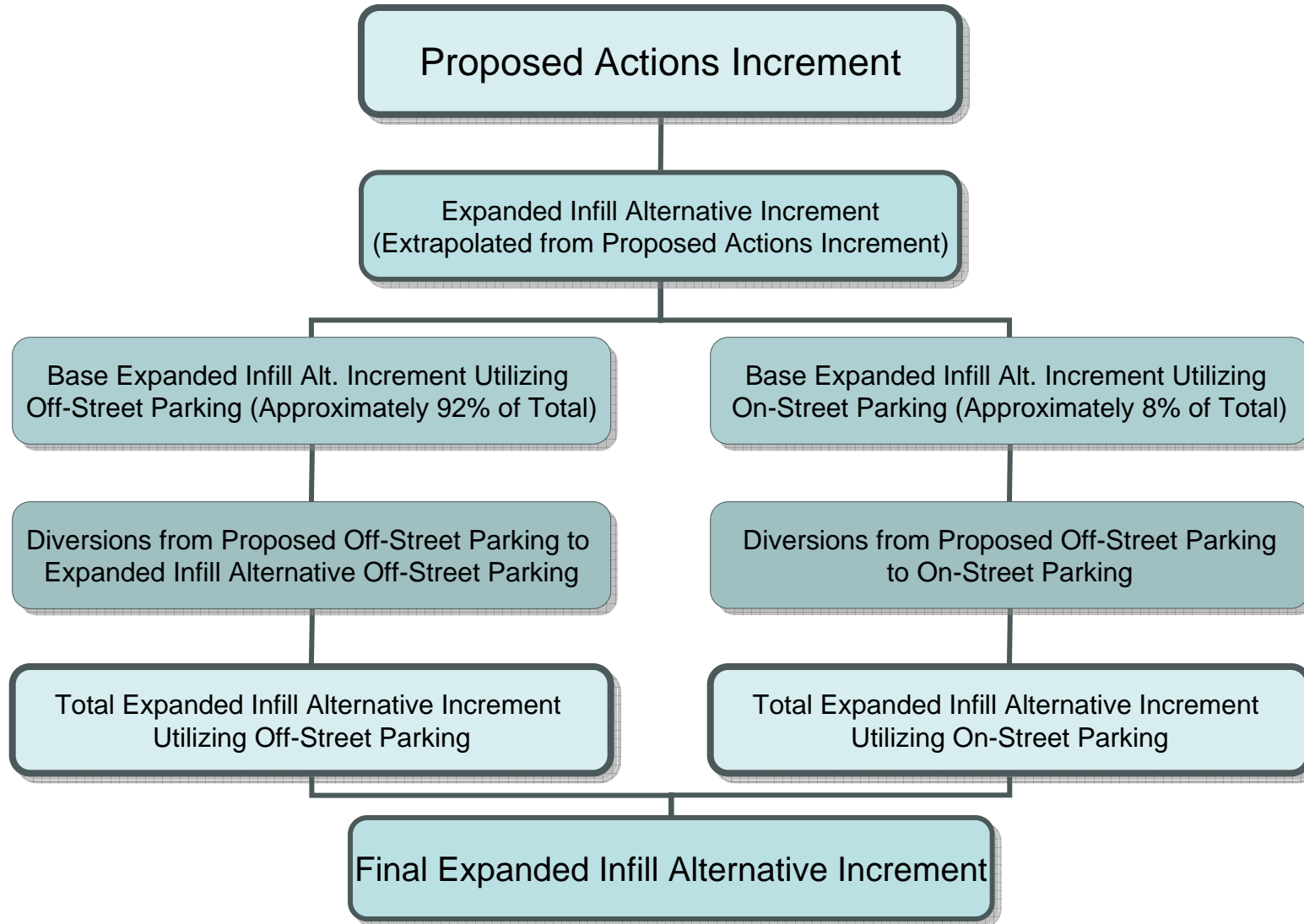
| | | |
|----------------------------------|-----------|-----------------------|
| Academic Research - | 1,995.952 | ksf |
| Academic - | 1,043.414 | ksf |
| General Support Administration - | 174 | total persons per day |
| Housing - | 752 | DU |
| Retail - | 49.569 | ksf |

| Peak Hour | Projected Person Trips | | | | | | Projected Vehicle Trips | | | | | |
|-----------|------------------------|----------|-----------|---------|--------|-------|-------------------------|----------|-----------|---------|--------|-------|
| | Acad Res | Academic | Gen Admin | Housing | Retail | Total | Acad Res | Academic | Gen Admin | Housing | Retail | Total |
| AM | 1,486 | 1,315 | 127 | 274 | 72 | 3,274 | 317 | 251 | 26 | 46 | 6 | 646 |
| Midday | 1,082 | 1,136 | 80 | 141 | 446 | 2,885 | 108 | 84 | 6 | 25 | 28 | 251 |
| PM | 1,489 | 1,313 | 128 | 322 | 226 | 3,478 | 298 | 248 | 26 | 45 | 10 | 627 |

| Peak Hour | Projected Person Trips - Infill % of RWCDs | | | | | | Projected Vehicle Trips - Infill % of RWCDs | | | | | |
|-----------|--|----------|-----------|---------|--------|-------|---|----------|-----------|---------|--------|-------|
| | Acad Res | Academic | Gen Admin | Housing | Retail | Total | Acad Res | Academic | Gen Admin | Housing | Retail | Total |
| AM | 77.2% | 50.4% | 64.8% | 133.7% | 37.5% | 63.8% | 77.7% | 50.0% | 68.4% | 139.4% | 33.3% | 64.7% |
| Midday | 77.3% | 50.5% | 65.6% | 133.0% | 38.1% | 57.1% | 76.1% | 51.2% | 75.0% | 125.0% | 40.0% | 62.1% |
| PM | 77.3% | 50.3% | 65.3% | 134.2% | 38.2% | 62.5% | 78.2% | 49.8% | 70.3% | 125.0% | 29.4% | 63.6% |

| Peak Hour | Projected Person Trips - Infill % of RWCDs with Subdistrict B & Other Area Development Remaining Under Both Scenarios | | | | | | Projected Vehicle Trips - Infill % of RWCDs with Subdistrict B & Other Area Development Remaining Under Both Scenarios | | | | | |
|-----------|---|--|--|--|--|-------|--|--|--|--|--|-------|
| | AM | | | | | | 68.2% | | | | | |
| Midday | | | | | | 65.9% | | | | | | 78.3% |
| PM | | | | | | 69.8% | | | | | | 73.2% |

Development of Expanded Infill Alternative Increment



**Proposed Manhattanville in West Harlem Rezoning FEIS
Comparison of Project Increments between the Expanded Infill Alternative and the Proposed Actions**

| Intersection | Lane Group | Increment | | | | | | | | | | | Analysis Approach/Conclusion | |
|-------------------------------------|--------------|------------------|------------------|-------|------|------------------|------------------|-------|------|------------------|------------------|--|------------------------------|--|
| | | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | |
| | | Exp. Infill Inc. | Proposed Actions | | | Exp. Infill Inc. | Proposed Actions | | | Exp. Infill Inc. | Proposed Actions | | | |
| | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | | | |
| Marginal Street @ West 133rd Street | Southbound T | 244 | 345 | | | 69 | 87 | | | 66 | 90 | | | |
| | Westbound L | 9 | 13 | | | 9 | 12 | | | 20 | 33 | | | |
| | Int. | 253 | 358 | | | 78 | 99 | | | 86 | 123 | | | |
| Marginal Street @ West 132nd Street | Southbound L | 242 | 343 | | | 64 | 82 | | | 61 | 83 | | | |
| | T | 11 | 15 | | | 14 | 17 | | | 25 | 40 | | | |
| | Int. | 253 | 358 | | | 78 | 99 | | | 86 | 123 | | | |
| Marginal Street @ West 125th Street | Southbound T | 11 | 15 | | | 14 | 17 | | | 25 | 40 | | | |
| | Westbound L | 22 | 30 | | | 34 | 44 | | | 104 | 136 | | | |
| | Int. | 33 | 45 | | | 48 | 61 | | | 129 | 176 | | | |
| Marginal Street @ St. Clair Place | Southbound L | 9 | 13 | | | 14 | 14 | | | 14 | 19 | | | |
| | T | 24 | 32 | | | 34 | 47 | | | 115 | 157 | | | |
| | Int. | 33 | 45 | | | 48 | 61 | | | 129 | 176 | | | |
| Riverside Drive @ West 135th Street | Northbound T | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | R | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Southbound L | 12 | 17 | | | 19 | 24 | | | 18 | 25 | | | |
| | T | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Westbound L | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | R | 4 | 6 | | | 22 | 28 | | | 15 | 20 | | | |
| Int. | 16 | 23 | | | 41 | 52 | | | 33 | 45 | | | | |
| Twelfth Avenue @ West 133rd Street | Northbound L | 8 | 12 | | | 16 | 15 | L: C | 29.3 | 54 | 74 | | | MD Peak: minimal difference; LOS favorable. |
| | T | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Southbound T | 0 | 0 | | | 0 | 0 | | | 1 | 2 | | | |
| | R | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Westbound L | 61 | 85 | | | 50 | 58 | | | 62 | 104 | | | |
| | T | 33 | 47 | | | 59 | 80 | | | 221 | 308 | | | |
| | R | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| Int. | 102 | 144 | | | 125 | 153 | | | 338 | 488 | | | | |
| Twelfth Avenue @ West 132nd Street | Northbound T | 8 | 12 | TR: B | 17.5 | 16 | 15 | TR: B | 14.2 | 54 | 74 | | | AM Peak: detailed analysis required. MD Peak: minimal differences; LOS favorable. |
| | R | 220 | 130 | | | 65 | 67 | | | 59 | 61 | | | |
| | Southbound L | 47 | 38 | L: C | 21.7 | 31 | 25 | L: B | 19.3 | 36 | 49 | | | |
| | T | 14 | 47 | LT: B | 12.8 | 19 | 33 | LT: B | 11.0 | 27 | 60 | | | |
| | Eastbound L | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | T | 200 | 206 | | | 52 | 60 | | | 44 | 55 | | | |
| | R | 42 | 137 | | | 12 | 22 | | | 17 | 28 | | | |
| | Int. | 531 | 570 | | | 195 | 222 | | | 237 | 327 | | | |

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| Intersection | Lane Group | Increment | | | | | | | | | | | | Analysis Approach/Conclusion |
|------------------------------------|--------------|------------------|------------------|--------|------|------------------|------------------|-------|------|------------------|------------------|-------|------|---|
| | | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | |
| | | Exp. Infill Inc. | Proposed Actions | | | Exp. Infill Inc. | Proposed Actions | | | Exp. Infill Inc. | Proposed Actions | | | |
| | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | | | |
| Twelfth Avenue @ West 131st Street | Northbound T | 178 | 99 | LT: B | 14.9 | 48 | 40 | LT: B | 14.4 | 53 | 51 | LT: B | 18.4 | AM Peak: detailed analysis required. MD Peak: minimal difference; LOS favorable. PM Peak: minimal difference; LOS favorable. |
| | Southbound T | 51 | 184 | | | 31 | 55 | | | 44 | 88 | | | |
| | Westbound L | 12 | 61 | LTR: B | 19.3 | 20 | 35 | | | 36 | 54 | | | |
| | R | 54 | 43 | R: C | 23.7 | 33 | 42 | | | 58 | 85 | | | |
| | Int. | 295 | 387 | | | 132 | 172 | | | 191 | 278 | | | |
| Twelfth Avenue @ West 130th Street | Northbound T | | | | | | | | | | | | | |
| | R | 38 | 202 | | | 38 | 64 | | | 43 | 79 | | | |
| | Southbound L | 34 | 203 | | | 25 | 43 | | | 27 | 52 | | | |
| | T Int. | 72 | 405 | | | 63 | 107 | | | 70 | 131 | | | |
| Twelfth Avenue @ West 125th Street | Northbound L | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | T | 91 | 129 | | | 36 | 47 | | | 42 | 57 | | | |
| | R | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Southbound L | 4 | 15 | | | 5 | 16 | | | 27 | 48 | | | |
| | T | 4 | 5 | | | 0 | 0 | | | 1 | 1 | | | |
| | R | 16 | 22 | | | 21 | 31 | | | 25 | 41 | | | |
| | Westbound L | 4 | 6 | | | 0 | 0 | | | 2 | 3 | | | |
| | T | 6 | 8 | | | 13 | 13 | | | 79 | 96 | | | |
| | R | 125 | 171 | | | 50 | 57 | | | 54 | 69 | | | |
| | Int. | 250 | 356 | | | 125 | 164 | | | 230 | 315 | | | |
| Broadway @ West 138th Street | Northbound L | 0 | 0 | | | 11 | 14 | | | 0 | 0 | | | |
| | T | 27 | 38 | | | 41 | 52 | | | 41 | 56 | | | |
| | R | 0 | 0 | | | 0 | 0 | | | 3 | 4 | | | |
| | Southbound L | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | T | 37 | 53 | | | 33 | 42 | | | 32 | 44 | | | |
| | R | 0 | 0 | | | 4 | 5 | | | 0 | 0 | | | |
| | Westbound L | 0 | 0 | | | 0 | 0 | | | 9 | 12 | | | |
| | T | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | R Int. | 0 64 | 0 91 | | | 0 89 | 0 113 | | | 1 86 | 1 117 | | | |
| Broadway NB @ West 135th Street | Northbound L | 4 | 6 | | | 22 | 28 | | | 12 | 17 | | | |
| | T | 44 | 63 | | | 47 | 60 | | | 49 | 67 | | | |
| | R | 19 | 27 | | | 30 | 38 | | | 67 | 91 | | | |
| | Eastbound L | 0 | 0 | | | 0 | 0 | | | 4 | 6 | | | |
| | T | 5 | 7 | | | 7 | 10 | | | 2 | 3 | | | |
| | Westbound T | 24 | 34 | | | 26 | 33 | | | 29 | 40 | | | |
| | R | 0 | 0 | | | 2 | 2 | | | 0 | 0 | | | |
| | Int. | 96 | 137 | | | 134 | 171 | | | 163 | 224 | | | |

**Proposed Manhattanville in West Harlem Rezoning FEIS
Comparison of Project Increments between the Expanded Infill Alternative and the Proposed Actions**

| Intersection | Lane Group | Increment | | | | | | | | | | | Analysis Approach/Conclusion | | |
|--|-------------|--------------|------------------|------|----------------|------------------|------------------|------|----------------|--------------|------------------|-----|------------------------------|---|--|
| | | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | | |
| | | Exp. Infill | Proposed Actions | | | Exp. Infill | Proposed Actions | | | Exp. Infill | Proposed Actions | | | | |
| Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | | | | |
| Broadway SB @ West 135th Street | Southbound | L | 2 | 3 | | | 5 | 7 | | | 1 | 2 | | | |
| | | T | 42 | 60 | | | 27 | 35 | | | 43 | 59 | | | |
| | | R | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Eastbound | T | 3 | 4 | | | 2 | 3 | | | 5 | 7 | | | |
| | | R | 9 | 13 | | | 16 | 21 | | | 13 | 18 | | | |
| | Westbound | L | 24 | 34 | | | 26 | 33 | | | 27 | 37 | | | |
| | | T | 4 | 6 | | | 22 | 28 | | | 14 | 20 | | | |
| | Int. | | 84 | 120 | | | 98 | 127 | | | 103 | 143 | | | |
| Broadway NB @ West 133rd Street | Northbound | L | 84 | 144 | | | 72 | 86 | | | 230 | 234 | | | PM Peak: Detailed Analysis Required |
| | | T | 82 | 104 | | | 85 | 109 | | | 117 | 174 | | | |
| | | R | 44 | 63 | | | 38 | 48 | | | 29 | 39 | | | |
| | Westbound | T | 46 | 76 | | | 32 | 41 | | | 41 | 56 | | | |
| | | R | 4 | 6 | | | 13 | 17 | | | 13 | 4 | TR: D | 43.5 | |
| | Int. | | 260 | 393 | | | 240 | 301 | | | 430 | 507 | | | |
| Broadway SB @ West 133rd Street | Southbound | T | 51 | 69 | | | 37 | 52 | | | 54 | 75 | | | |
| | | R | 25 | 38 | | | 34 | 37 | | | 36 | 47 | | | |
| | Westbound | L | 7 | 10 | | | 20 | 26 | | | 18 | 24 | | | |
| | | T | 123 | 210 | | | 84 | 101 | | | 253 | 266 | | | |
| | Int. | | 206 | 327 | | | 175 | 216 | | | 361 | 412 | | | |
| Broadway NB @ West 132nd Street | Northbound | T | 94 | 146 | | | 114 | 128 | | | 266 | 244 | T: B | 14.8 | PM Peak: moderate difference; LOS favorable. |
| | Eastbound | L | 116 | 169 | | | 81 | 115 | | | 106 | 202 | | | |
| | Int. | | 210 | 315 | | | 195 | 243 | | | 372 | 446 | | | |
| Broadway SB @ West 132nd Street | Southbound | T | 58 | 78 | | | 57 | 78 | | | 72 | 99 | | | |
| | Eastbound | T | 116 | 169 | | | 81 | 115 | | | 106 | 202 | | | |
| | | R | 60 | 60 | | | 32 | 36 | | | 42 | 92 | | | |
| | Int. | | 234 | 307 | | | 170 | 229 | | | 220 | 393 | | | |
| Broadway NB @ West 131st Street | Northbound | L | 21 | 39 | | | 21 | 37 | | | 65 | 96 | | | AM Peak: moderate differences; LOS favorable. MD Peak: minimal differences; LOS favorable. PM Peak: moderate differences; LOS favorable. |
| | | T | 94 | 143 | | | 108 | 123 | | | 225 | 213 | | | |
| | | R | 37 | 29 | LTR: B 11.4 | | 8 | 4 | LTR: B 10.0 | | 6 | 4 | LTR: B 14.1 | | |
| | Eastbound | T | 48 | 36 | T: C 21.4 | | 6 | 5 | T: B 19.9 | | 6 | 5 | T: C 20.3 | | |
| | Westbound | T | 11 | 12 | | | 15 | 14 | TR: C 20.4 | | 52 | 39 | TR: C 21.5 | | |
| | | R | 2 | 3 | | | 6 | 5 | | | 36 | 35 | | | |
| | Int. | | 213 | 262 | | | 164 | 188 | | | 390 | 392 | | | |
| Broadway SB @ West 131st Street | Southbound | L | 48 | 36 | LTR: B 16.3 | | 6 | 5 | LTR: B 11.3 | | 6 | 5 | LTR: B 12.3 | AM Peak: moderate difference; LOS favorable. MD Peak: minimal differences; LOS favorable. PM Peak: moderate differences; LOS favorable. | |
| | | T | 33 | 47 | | | 62 | 78 | | | 85 | 149 | | | |
| | | R | 36 | 56 | | | 21 | 31 | | | 23 | 38 | | | |
| | Westbound | L | 2 | 3 | | | 4 | 5 | | | 46 | 34 | LT: C 22.5 | | |
| | | T | 30 | 48 | | | 32 | 46 | | | 71 | 101 | | | |
| | Int. | | 149 | 190 | | | 125 | 165 | | | 231 | 327 | | | |

**Proposed Manhattanville in West Harlem Rezoning FEIS
Comparison of Project Increments between the Expanded Infill Alternative and the Proposed Actions**

| Intersection | Lane Group | Increment | | | | | | | | | | | Analysis Approach/Conclusion | | |
|---|------------|--------------|------------------|------|------|------------------|------------------|------|-----------|--------------|------------------|------|------------------------------|-----|------|
| | | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | | |
| | | Exp. Infill | Proposed Actions | | | Exp. Infill | Proposed Actions | | | Exp. Infill | Proposed Actions | | | | |
| Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | | | | |
| Broadway @ West 130th Street | | | | | | | | | | | | | | | |
| | Northbound | T | 96 | 144 | | | | | 70 | 98 | | | 59 | 85 | |
| | Southbound | T | 35 | 50 | | | | | 66 | 83 | | | 131 | 183 | |
| | Eastbound | L | 56 | 68 | | | | | 67 | 66 | L: C | 24.3 | 232 | 228 | L: C |
| | | R | 29 | 35 | | | | | 40 | 42 | | | 138 | 166 | |
| | | Int. | 216 | 297 | | | | | 243 | 289 | | | 560 | 662 | 25.8 |
| Broadway @ West 129th Street | | | | | | | | | | | | | | | |
| | Northbound | L | 0 | 0 | | | | | 0 | 0 | | | 0 | 0 | |
| | | T | 95 | 143 | | | | | 69 | 97 | | | 57 | 82 | |
| | Southbound | T | 60 | 79 | | | | | 96 | 115 | | | 211 | 277 | |
| | | R | 4 | 6 | | | | | 10 | 10 | | | 62 | 72 | |
| | Westbound | L | 0 | 0 | | | | | 0 | 0 | | | 1 | 2 | |
| | | T | 0 | 0 | | | | | 0 | 0 | | | 0 | 0 | |
| | | R | 1 | 1 | | | | | 1 | 1 | | | 2 | 3 | |
| | | Int. | 160 | 229 | | | | | 176 | 223 | | | 333 | 436 | |
| Broadway @ West 125th Street | | | | | | | | | | | | | | | |
| | Northbound | L | 19 | 27 | | | | | 11 | 14 | | | 11 | 16 | |
| | | T | 15 | 21 | | | | | 13 | 17 | | | 12 | 16 | |
| | | R | 0 | 0 | | | | | 0 | 0 | | | 1 | 2 | |
| | Southbound | L | 34 | 44 | | | | | 64 | 77 | | | 155 | 201 | |
| | | T | 20 | 27 | | | | | 24 | 29 | | | 35 | 48 | |
| | | R | 6 | 8 | | | | | 8 | 9 | | | 22 | 30 | |
| | Eastbound | L | 14 | 22 | | | | | 4 | 7 | | | 2 | 3 | |
| | | T | 13 | 24 | | | | | 14 | 24 | | | 35 | 59 | |
| | | R | 2 | 5 | | | | | 0 | 1 | | | 1 | 2 | |
| | Westbound | L | 0 | 0 | | | | | 0 | 0 | | | 0 | 0 | |
| | | T | 106 | 144 | | | | | 34 | 37 | | | 40 | 50 | |
| | | R | 66 | 100 | | | | | 52 | 73 | | | 43 | 63 | |
| | | Int. | 295 | 422 | | | | | 224 | 288 | | | 357 | 490 | |
| Amsterdam Avenue @ West 135th Street | | | | | | | | | | | | | | | |
| | Northbound | L | 4 | 5 | | | | | 19 | 24 | | | 8 | 11 | |
| | | T | 9 | 13 | | | | | 9 | 11 | | | 15 | 21 | |
| | | R | 2 | 3 | | | | | 2 | 3 | | | 3 | 4 | |
| | Southbound | L | 0 | 0 | | | | | 0 | 0 | | | 1 | 2 | |
| | | T | 60 | 85 | | | | | 19 | 24 | | | 12 | 17 | |
| | | R | 6 | 8 | | | | | 2 | 3 | | | 15 | 21 | |
| | Eastbound | L | 11 | 16 | | | | | 8 | 10 | | | 46 | 63 | |
| | | T | 1 | 2 | | | | | 3 | 4 | | | 12 | 16 | |
| | | R | 7 | 10 | | | | | 27 | 34 | | | 10 | 13 | |
| | Westbound | L | 0 | 0 | | | | | 0 | 0 | | | 0 | 0 | |
| | | T | 14 | 20 | | | | | 6 | 8 | | | 6 | 8 | |
| | | R | 0 | 0 | | | | | 0 | 0 | | | 1 | 1 | |
| | | Int. | 114 | 162 | | | | | 95 | 121 | | | 129 | 177 | |

**Proposed Manhattanville in West Harlem Rezoning FEIS
Comparison of Project Increments between the Expanded Infill Alternative and the Proposed Actions**

| Intersection | Lane Group | Increment | | | | | | | | | | | Analysis Approach/Conclusion | | | | | | |
|---|------------|--------------|------------------|-----|-------|------------------|------------------|-----|-------|--------------|------------------|-----|------------------------------|-------|-----|--|--|--|--|
| | | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | | | | | | |
| | | Exp. Infill | Proposed Actions | | | Exp. Infill | Proposed Actions | | | Exp. Infill | Proposed Actions | | | | | | | | |
| | | Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | Delay | Inc. | Inc. | LOS | | Delay | | | | | |
| Amsterdam Avenue @ West 125th Street | | | | | | | | | | | | | | | | | | | |
| | Northbound | L | 11 | 15 | | | | | 6 | 8 | | | | 6 | 8 | | | | |
| | | T | 1 | 1 | | | | | 1 | 1 | | | | 0 | 0 | | | | |
| | | R | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | Southbound | L | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | | T | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | | R | 1 | 1 | | | | | 1 | 1 | | | | 1 | 1 | | | | |
| | Eastbound | L | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | | T | 44 | 63 | | | | | 73 | 93 | | | | 186 | 254 | | | | |
| | | R | 6 | 8 | | | | | 6 | 8 | | | | 11 | 15 | | | | |
| | Westbound | L | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | | T | 161 | 228 | | | | | 79 | 101 | | | | 76 | 104 | | | | |
| | | R | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | | Int. | 224 | 316 | | | | | 166 | 212 | | | | 280 | 382 | | | | |
| West 125th Street @ West 129th Street/St. Claire Place | | | | | | | | | | | | | | | | | | | |
| | Northbound | T | 130 | 179 | | | | | 53 | 60 | | | | 73 | 96 | | | | |
| | Southbound | T | 4 | 15 | | | | | 5 | 16 | | | | 27 | 48 | | | | |
| | Eastbound | R | 25 | 36 | | | | | 13 | 16 | | | | 11 | 15 | | | | |
| | Westbound | R | 4 | 6 | | | | | 10 | 10 | | | | 62 | 72 | | | | |
| | | Int. | 163 | 236 | | | | | 81 | 102 | | | | 173 | 231 | | | | |
| Riverside Drive @ St. Claire Place | | | | | | | | | | | | | | | | | | | |
| | Southbound | L | 2 | 3 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | | T | 6 | 8 | | | | | 0 | 0 | | | | 3 | 4 | | | | |
| | Eastbound | L | 91 | 129 | | | | | 36 | 47 | | | | 42 | 57 | | | | |
| | | T | 23 | 33 | | | | | 13 | 16 | | | | 11 | 15 | | | | |
| | | R | 3 | 4 | | | | | 0 | 0 | | | | 1 | 1 | | | | |
| | | Int. | 125 | 177 | | | | | 49 | 63 | | | | 57 | 77 | | | | |
| Twelfth Avenue @ St. Claire Place | | | | | | | | | | | | | | | | | | | |
| | Northbound | R | 108 | 153 | | | | | 35 | 49 | | | | 40 | 54 | | | | |
| | Southbound | L | 0 | 0 | | | | | 0 | 0 | | | | 0 | 0 | | | | |
| | Eastbound | T | 9 | 13 | | | | | 14 | 14 | | | | 14 | 19 | | | | |
| | | Int. | 117 | 166 | | | | | 49 | 63 | | | | 54 | 73 | | | | |

Note: L = Left; T = Through; R = Right; Int. = Intersection; PA = Proposed Actions

APPENDIX R.2

NOISE

Table R.2-1
 $L_{eq(1)}$ and $L_{10(1)}$ Noise Levels for the Expanded Infill Alternative in the Year 2030
(in dBA)

| Site | Location | Time Period | Expanded Infill Alternative | |
|------|-------------------------------|-------------|-----------------------------|-------------------|
| | | | Build $L_{eq(1)}$ | Build $L_{10(1)}$ |
| 6 | 12th Av, W131–W132 | AM | 77.1 | 79.6 |
| | | PM | 69.4 | 75.0 |
| 10 | W125th, 12th Av–St. Clair Pl. | AM | 73.7 | 76.7 |
| | | PM | 75.4 | 77.5 |
| 13 | B'way, Tiemann Pl.–W125th | AM | 77.1 | 82.0 |
| | | PM | 76.3 | 81.6 |

Note: Build $L_{10(1)}$ values are based on field measurements that were performed by AKRF, Inc. on April 27-29, 2004; May 1, 4-6, 8, 9, and 15, 2004; and October 12, 2004; and August 15, 2006, and September 23, 2006.