



NYU CORE Transportation Presentation

Prepared for Community Board 2
January 10, 2012



CEQR Transportation Analyses

Where to find analyses relating to Transportation in DEIS:

- Chapter 14: Transportation
- Chapter 20: Construction Impacts
- Chapter 21: Mitigation
- Chapter 22: Alternatives



Proposed Development Area

- Four new buildings
- New/relocated garage
- New loading areas
- New mid-block crosswalks
- Widened sidewalks
- Relocated M21 bus stop





NYU 2031: Illustrative Program and RWCDs

Reasonable Worst Case Development Scenarios (RWCDs) for the Proposed Development Area

Use	Illustrative Program	RWCDs 1 (Max Academic)	RWCDs 2 (Max Dormitory)	RWCDs 3 (Max Hotel)
Academic	1,071,583	1,636,583	1,156,895	1,021,895
Student Housing (Dormitory)	370,000	180,000	525,000	395,000
Faculty Housing	105,000	0	0	0
Athletic Center	146,000	156,000	146,000	146,000
Retail	64,312	49,312	94,000	94,000
Hotel	115,000	0	0	180,000
Academic/ Conference Space	50,000	0	0	85,000
Community Facility (Public Elementary School)	100,000	0	100,000	100,000
Parking	76,000	76,000	76,000	76,000
Mechanical/ Service Areas	376,814	376,814	376,814	376,814
TOTAL GSF	2,474,709	2,474,709	2,474,709	2,474,709

Note: RWCDs for the Proposed Development Area does not include the 23,236 square feet of ground-floor retail development projected for the Commercial Overlay Area, which was also included in the impact analyses.

Sources: New York University and AKRF, Inc.



Transportation Scope and Analysis Framework

Transportation Analysis Framework

- Travel demand projections
- Vetting with DCP and DOT
- Agreement on appropriate EIS analysis scope

Analysis Years

- 2021 – Approx. 1.1 million square feet (excl. mechanical space & parking)
- 2031 – Approx. 2.0 million square feet (excl. mechanical space & parking)

Quantified Transportation Analyses

- Pedestrians
- Transit
- Traffic
- Vehicular and Pedestrian Safety
- Parking



Travel Demand Projections

NYU Travel Survey

- On-line survey receiving nearly 10,000 responses from the University's students and employees
- 42% of students and 10% of employees live nearby in University housing (with auto ownership of <1% and 29%, respectively)
- Overall, <1% of NYU students and <4% of NYU employees traveling to the Washington Square Campus drive

Trip Generation Estimates

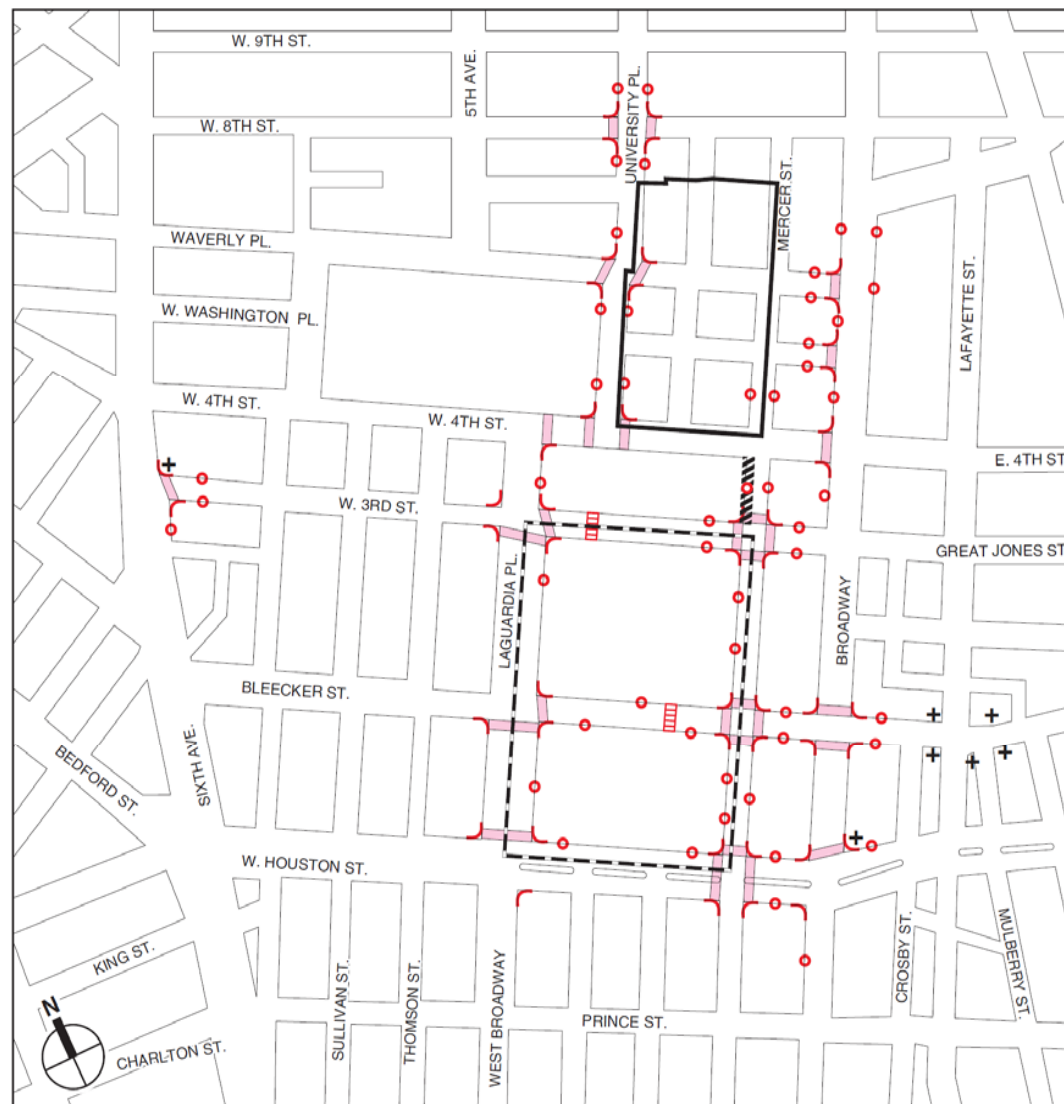
- Based on NYU population and survey statistics and other standard references
- Activities generated by new facilities on the two super blocks considered project increments (new to the area)
- Conservative impact analysis – no credit taken for activities that would be in the area absent the Project



Pedestrian Analysis

Study Area

- Sidewalks, corners, and crosswalks at 17 intersections





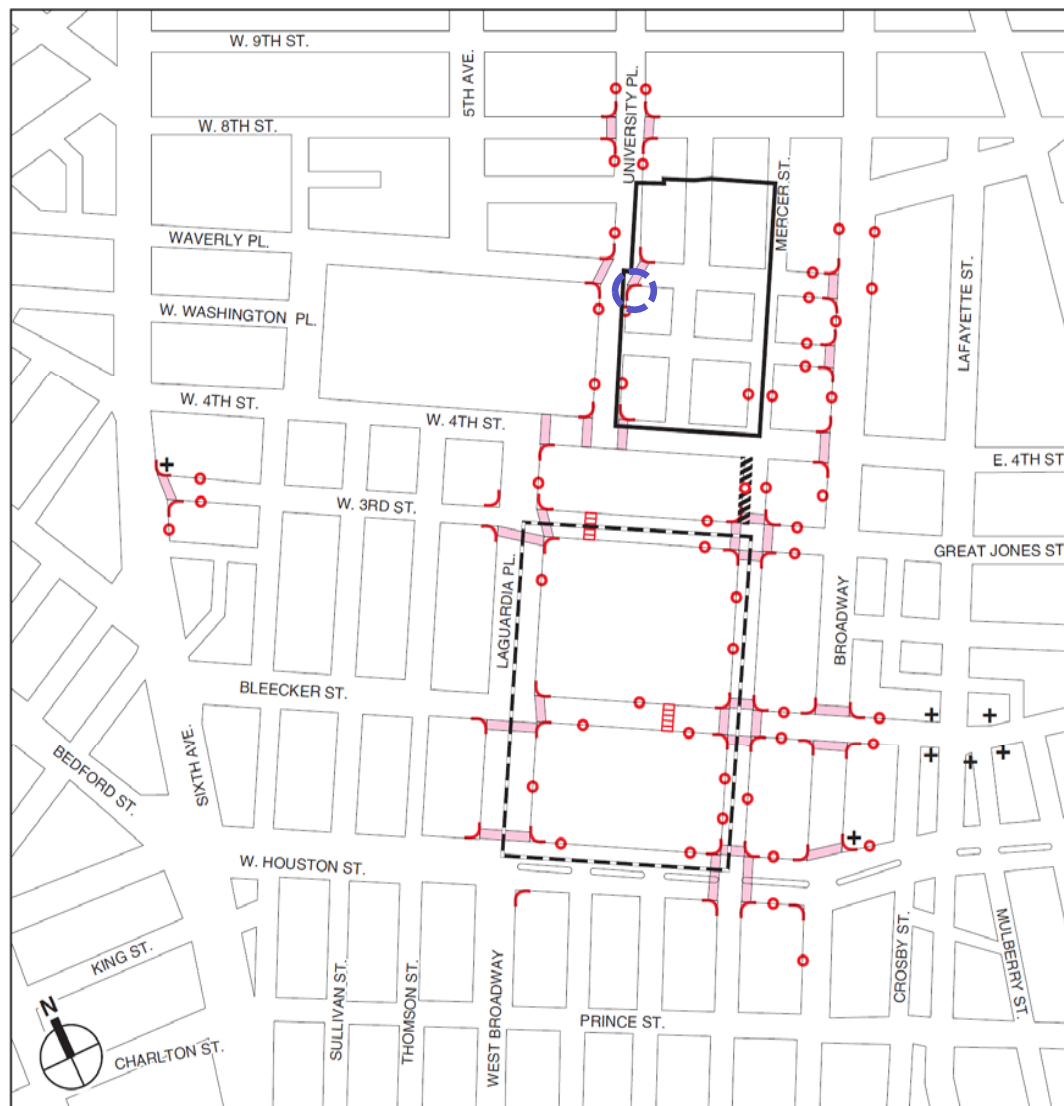
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2021 Impacts

- One corner location



Pedestrian Analysis

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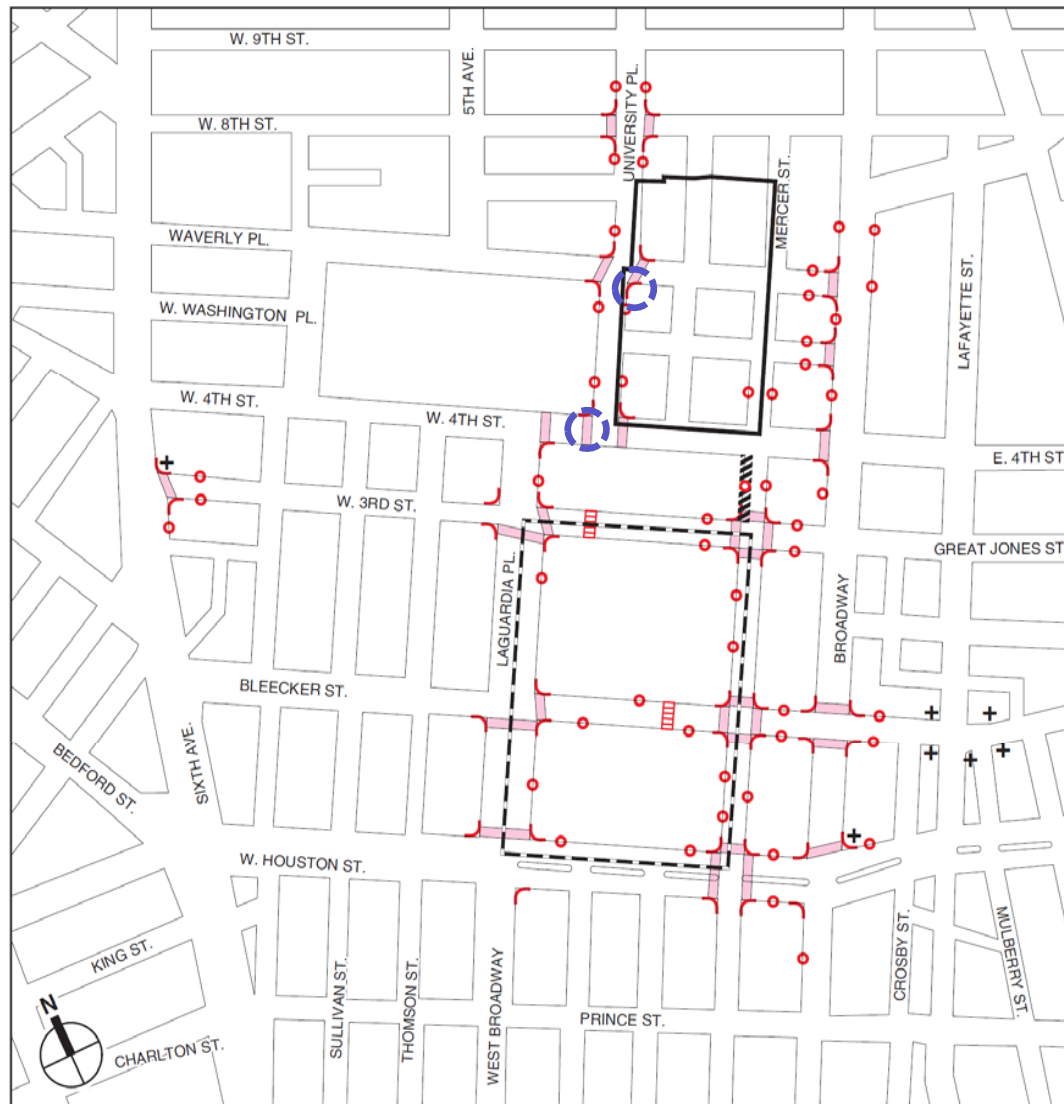
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2021 Impacts

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2031 Impacts

- One corner location
- One crosswalk location





Pedestrian Analysis

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2021 Impacts

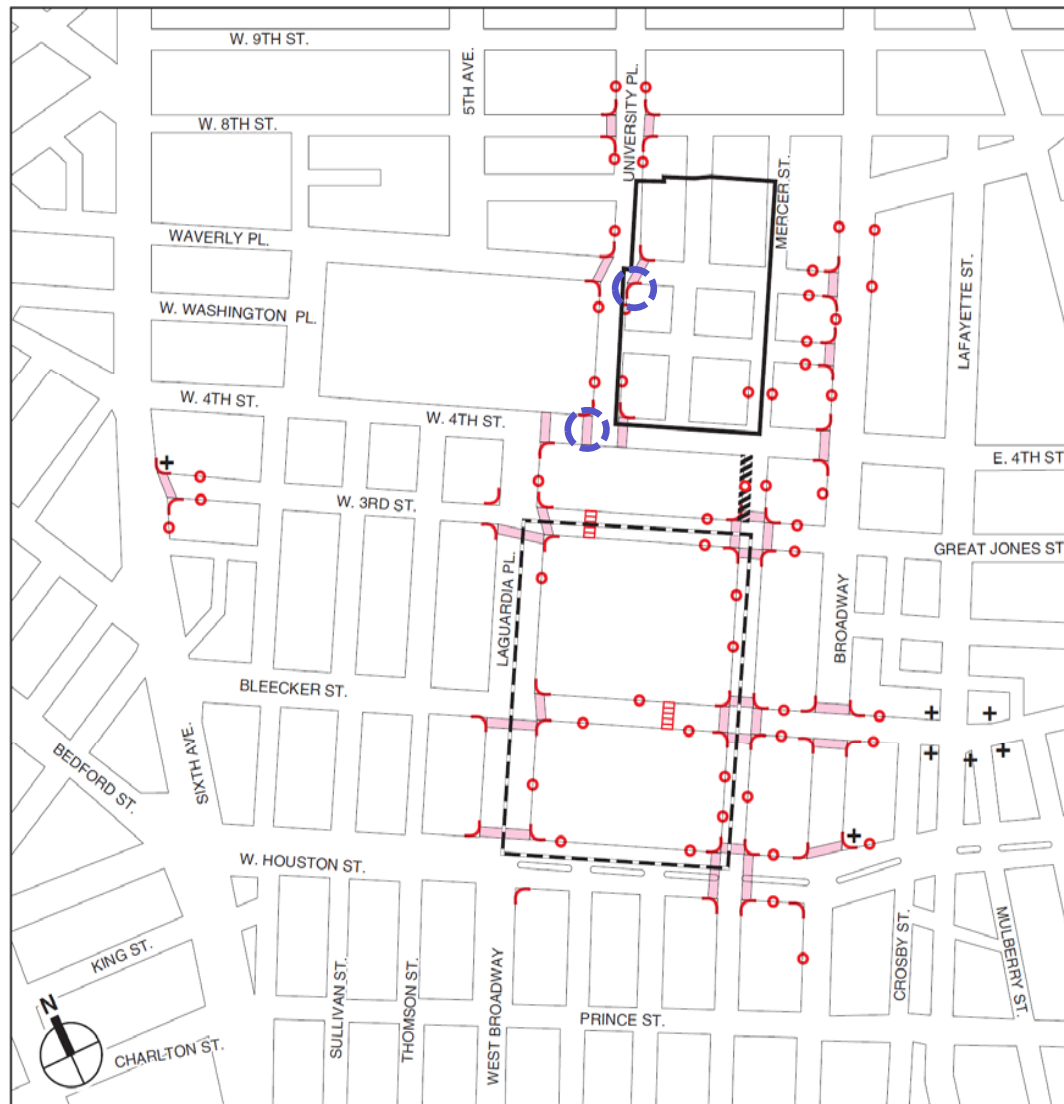
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2031 Impacts

- One corner location
- One crosswalk location

Mitigation Measures

- Corner “bulb-out” or sidewalk extension
- Crosswalk widening

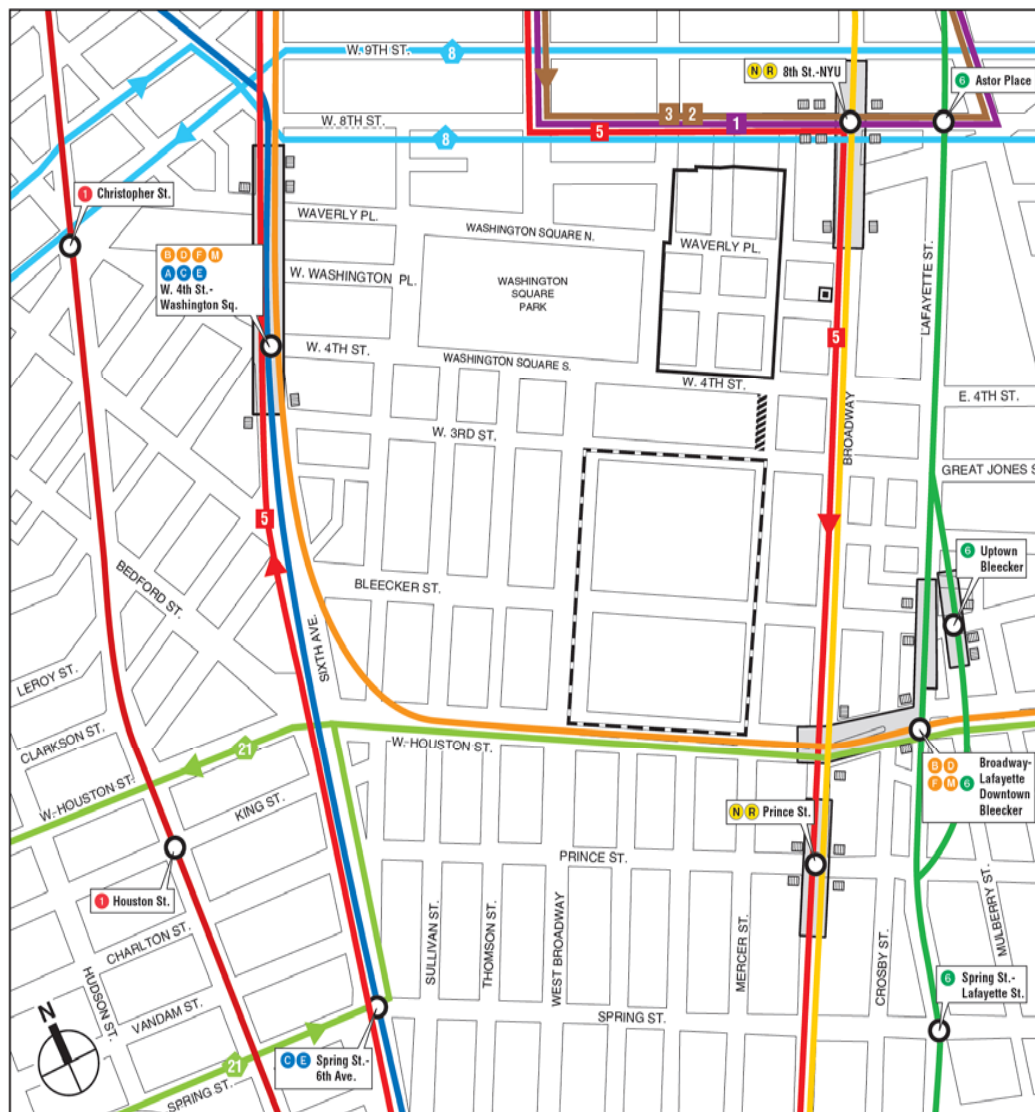




Transit Analysis

Study Area

- Bleecker Street Station
- Broadway-Lafayette Station
- West 4th Street Station



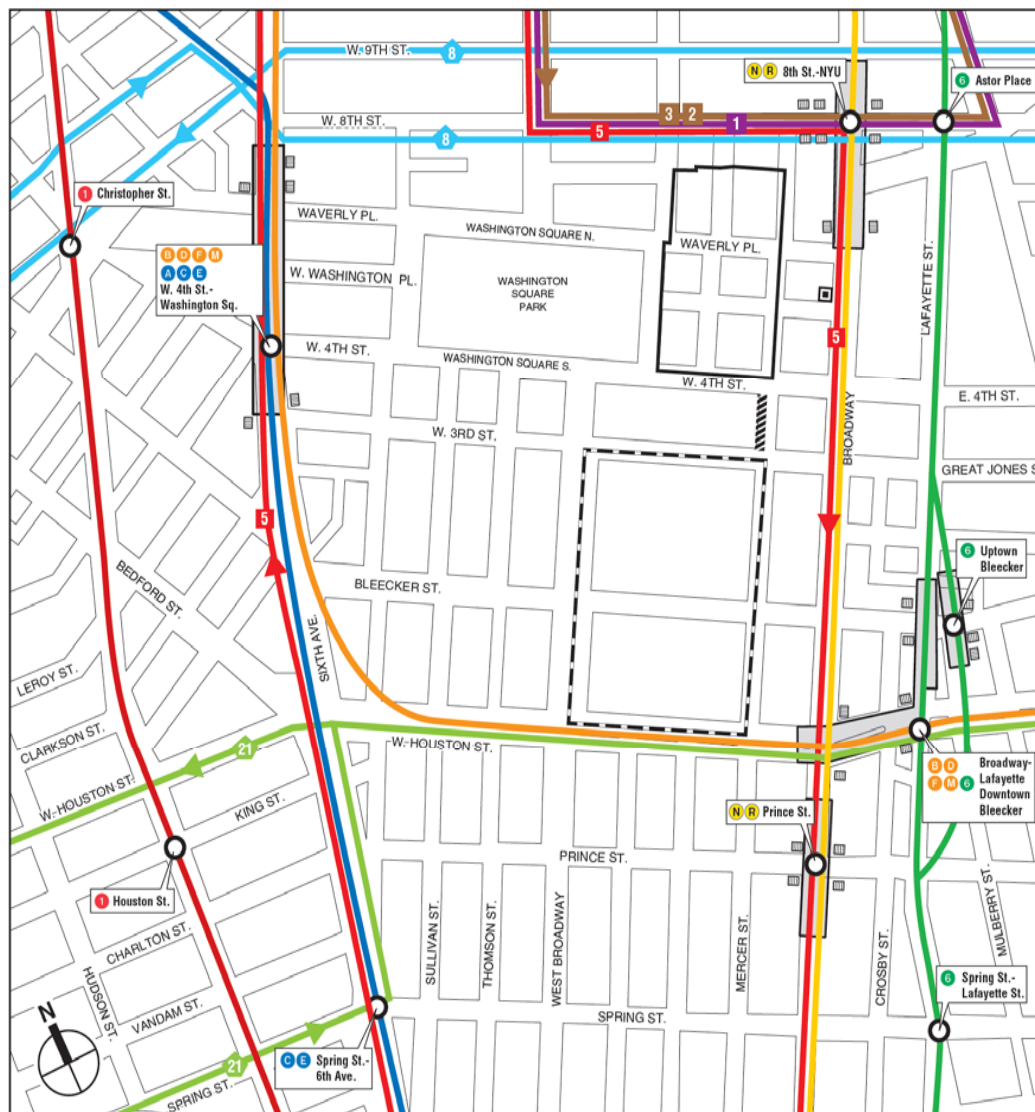
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2021 Impacts

- None under RWCDs 3





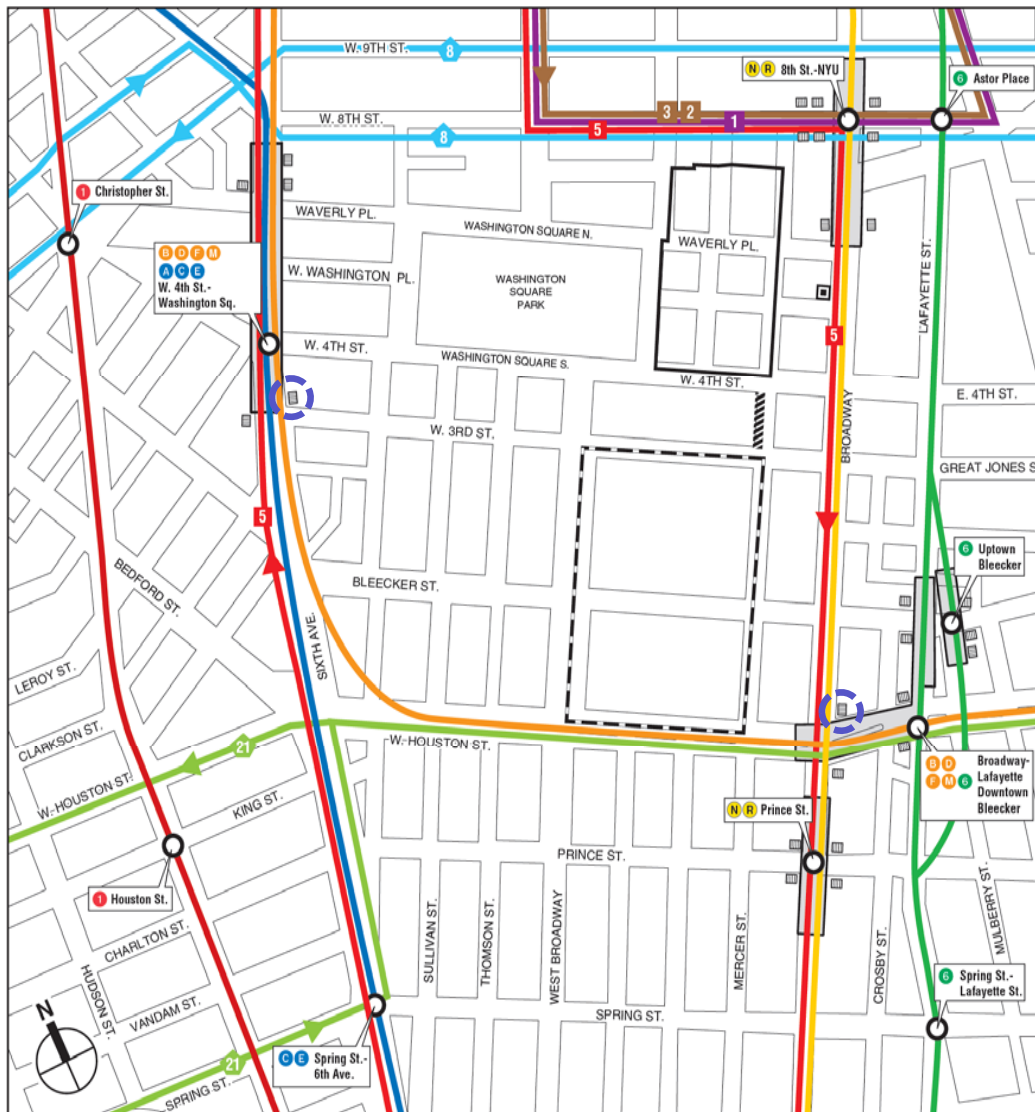
Transit Analysis

Study Area

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2021 Impacts

- None under RWCDs 3
- Stairway impacts at the Broadway-Lafayette & West 4th Street Stations under RWCDs 1





Transit Analysis

Study Area

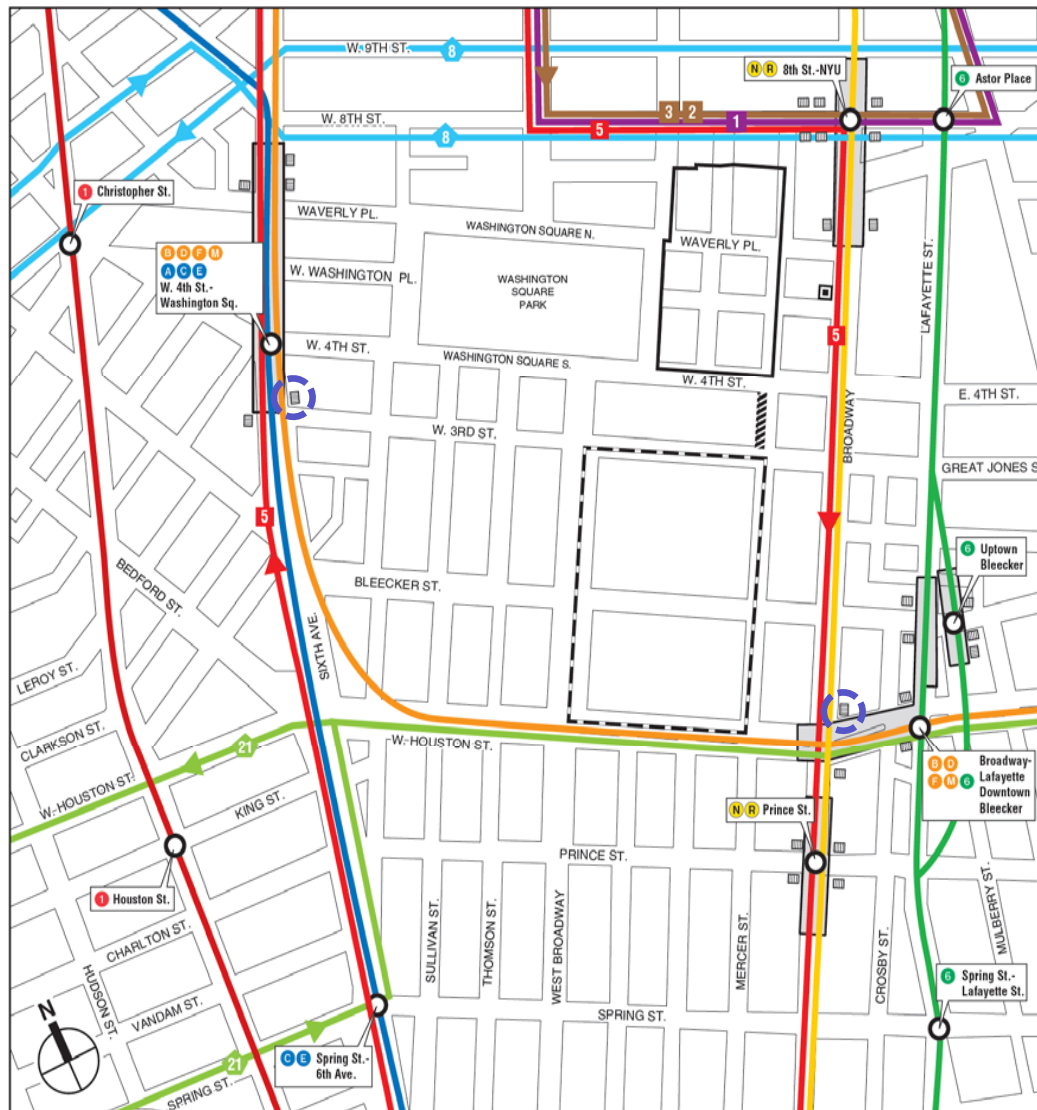
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2031 Impacts

- Stairway impacts at the Broadway-Lafayette & West 4th Street Stations



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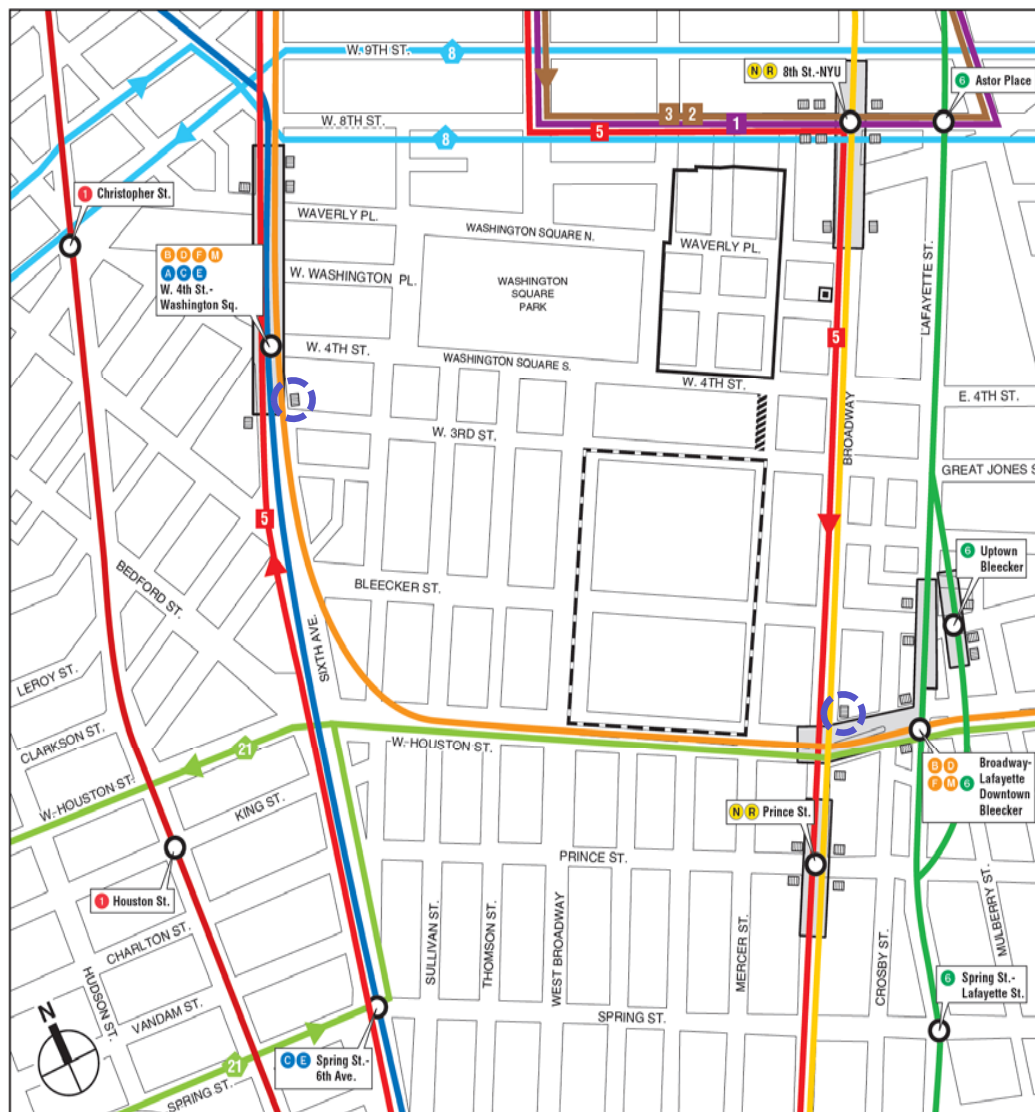
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2031 Impacts

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Possible Mitigation Measures

- Stairway widenings
- New station entrance

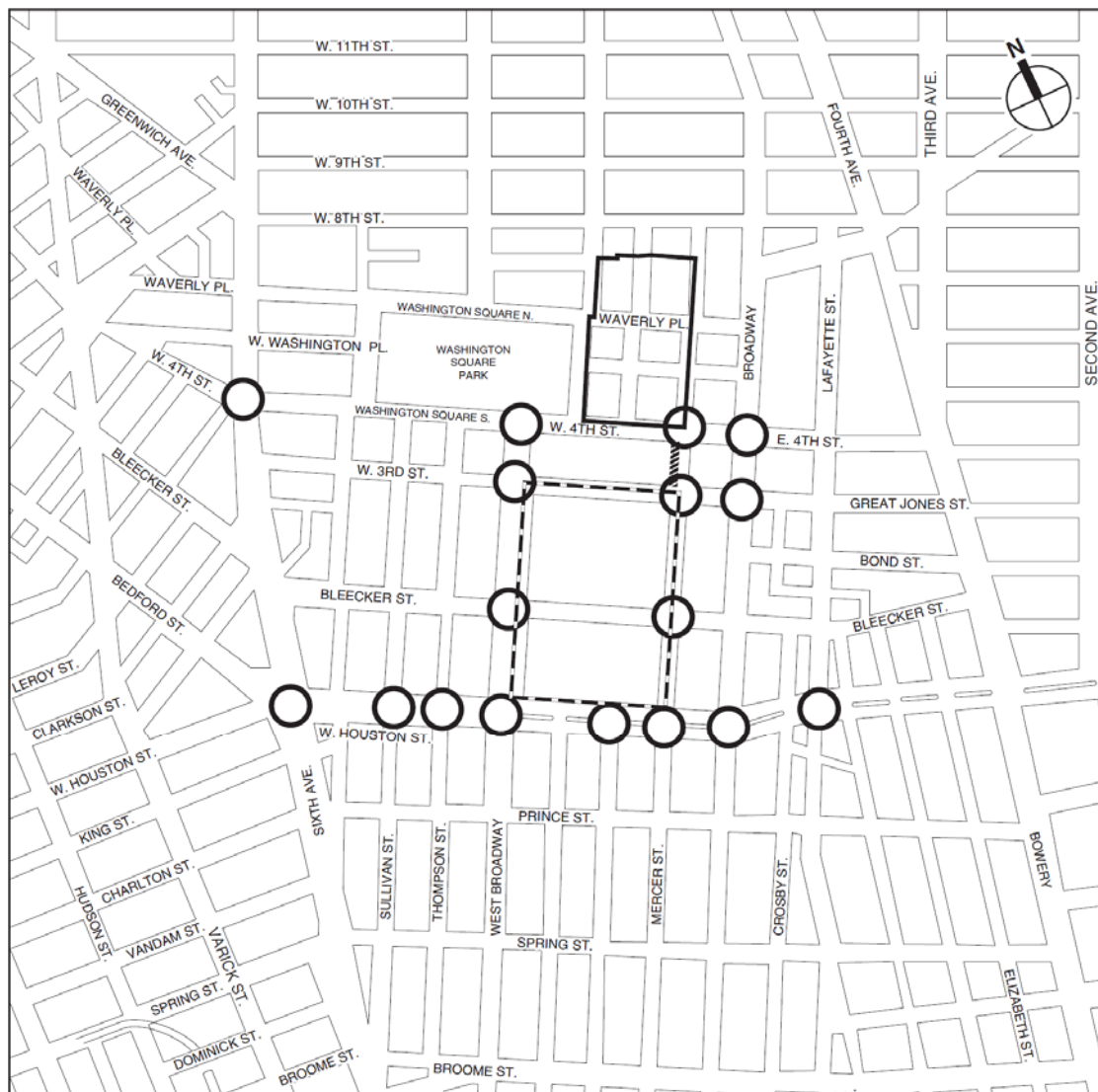




Traffic Analysis

Study Area

- 17 intersections





Traffic Analysis

Study Area

- 17 intersections

2021 Impacts

- 5 intersections





Traffic Analysis

Study Area

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2021 Impacts

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2031 Impacts

- 9 intersections





Traffic Analysis

Study Area

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2021 Impacts

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2031 Impacts

- 9 intersections

Mitigation Measures

- Signal timing adjustments
- Lane restriping





Vehicular and Pedestrian Safety

Accident Data Review of Study Area Intersections

- Reviewed 3 years of accident data.
- Identified 3 “high accident locations,” those with 48 or more vehicular crashes or 5 or more pedestrian/bike accidents in 12 consecutive months.

High Pedestrian Accident Locations

- West Houston Street & Sixth Avenue
- West 4th Street & Sixth Avenue
- West Houston Street & West Broadway/LaGuardia Place

Recommended Safety Improvements

- Installing pedestrian safety signs
- Installing countdown timers
- Striping high visibility crosswalks



Parking

Off-Street Parking

- 21 public parking facilities within 1/4-mile of Proposed Development Area
- Nearly 3,000 parking spaces
- Peak midday occupancy of 84%

2021 Parking Condition

- No change to parking supply
- Peak midday occupancy of 91%

2031 Parking Condition

- WSV 670-space public parking garage replaced by new 389-space accessory parking garage
- Peak midday occupancy of 109%
- Shortfall of 236 public parking spaces; however no sig. impact





<http://www.nyu.edu/nyu2031/nyuinny/>