3.15 TRAFFIC AND PARKING

INTRODUCTION

This chapter examines the potential for impacts on traffic associated with the proposed action. As described in detail in the "Future with the Proposed Action" section of this chapter, under the reasonable worst-case development scenario (RWCDS), the proposed action would result in a net increase of 2,328 residential dwelling units (DUs), 189,099 square-feet of specialty retail space, 19,488 square-feet of boutique retail space, 436,014 square-feet of office space, and 11,672 square-feet of hotel space on the 26 projected development sites. There would be a reduction of 110,986 square-feet of community facilities/institutional space and 26,824 square-feet of storage/manufacturing space on the 26 projected development sites.

The traffic study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the proposed development sites. As shown in Figure 3.15.1, the study area is generally bounded by 135th Street to the north, 116th Street to the south, First Avenue to the east, and 12th Avenue to the west. For the most part, this study area is composed of the standard Manhattan grid of major north-south avenues and local east-west streets, except for 135th Street, 125th Street and 116th Street which are all major two-way cross-town arteries. Outside of the identified study area, traffic would be substantially dispersed and, therefore, significant traffic impacts would be unlikely. For analysis purposes, the 26 development sites were <u>aggregated on a block-by-block basis</u>.

As discussed later in this chapter, the proposed action condition is projected to generate net increments of 329 vehicle trips during the weekday AM peak hour (7:45 to 8:45 a.m.), 493 vehicle trips during the weekday midday peak hour (1:00 to 2:00 p.m.), 724 vehicle trips during the weekday PM peak hour (4:00 to 5:00 p.m.), and 571 vehicle trips during the Saturday midday peak hour (1:00 to 2:00 p.m.), relative to the No-Action condition. Because these incremental numbers of vehicle trips generated by the proposed action in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours exceed the 50 vehicle-trips/peak hour threshold for a detailed analysis as established in the *CEQR Technical Manual*, detailed traffic impact analyses are provided in this EIS for all four time periods.

The following section describes year 2007 existing traffic conditions in the study area. Year 2017 future conditions <u>without</u> the proposed action (the "No-Action condition," assuming the existing zoning) are described next. The change in travel demand resulting from the proposed action is then projected and added to No-Action conditions to develop the year 2017 future with the proposed action condition. Included in all future conditions analyses (for both No-Action and Action conditions) are planned changes to study area's transportation facilities, and increases in traffic demand due to background growth and new developments in and around the study area that are projected to occur by the year 2017. Potential significant impacts, if any, from action-generated trips are then identified and described in detail.

3.15.1 EXISTING CONDITIONS

As shown in Figure 3.15-1, the traffic study area consists of 44 intersections to be analyzed for the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. These 44 intersections selected for analysis are those that are expected to accommodate the highest concentrations of added vehicular traffic as a result of the proposed action. Existing traffic volumes for the 44 study intersections were developed based on a combination of field counts conducted in November 2006 through April 2007, as well as data from *Harlem/Morningside Heights Transportation Study* prepared by the New York City Department of Transportation (NYCDOT), and the *Harlem Park EAS*, prepared by Philip Habib & Associates, Inc. The data collection effort also included vehicle classification counts and travel time surveys (to determine vehicle speeds for the air quality assessment). Intersection signal timings were provided by NYCDOT.

Figures 3.15-2 through 3.15-5 show the traffic volumes at each of the 44 study intersections during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours under year 2007 existing traffic conditions.

Street Network

The study area roadway network in Harlem is typically structured as part of the standard Manhattan grid, with north-south avenues serving as major arteries, and one-way east-west streets serving mainly a local distribution/land access function. The study area includes three major, two-way, east-west arteries, as follows:

<u>135th Street</u> is a two-way, east-west roadway that forms the northern boundary of the study area. From Adam Clayton Powell Jr. Boulevard (Seventh Avenue) to Madison Avenue, 135th Street has two travel lanes in each direction with curbside parallel parking allowed on both sides of the roadway. West of Seventh Avenue, 135th Street has one travel lane in each direction, with curbside parallel parking on both sides of the roadway between St. Nicholas Avenue and Frederick Douglass Boulevard (Eighth Avenue), and on the south side of the roadway between Eighth Avenue and Seventh Avenue. 135th Street has curbside 90-degree parking on the north side of 135th Street between Eighth Avenue and Seventh Avenue. Due to the presence of St. Nicholas Park, 135th Street is discontinuous between St. Nicholas Avenue and St. Nicholas Terrace. 135th Street accommodates the Bx33 bus, operated by NYC Transit, between St. Nicholas Avenue and the Bronx via the Madison Avenue Bridge. 135th Street provides connections to Riverside Drive to the west, and Harlem River Drive/Franklin Delano Roosevelt (FDR) Drive.

<u>125th Street (Dr. Martin Luther King Jr. Boulevard)</u> is a two-way roadway that serves as the primary east-west corridor within the project study area. 125th Street has two continuous travel lanes in each direction between 12th Avenue and First Avenue with curbside parallel parking on both sides of the roadway. 125th Street is a major commercial corridor in Harlem, and as such, is significant generator of pedestrian activity, particularly between Morningside Avenue and Lexington Avenue. In addition, 125th Street is a local truck route between Broadway and First Avenue, and a major bus corridor accommodating significant portions of the M60, M100, M101,

and Bx15 routes operated by NYC Transit, as well as shorter segments of the M18, M103, and M104 routes. To the west, 125th Street provides connections to northbound and southbound Henry Hudson Parkway (Route 9A). To the east, 125th Street provides connections to the Triborough Bridge, the Willis Avenue Bridge, and FDR Drive.

<u>116th Street (Luiz Munoz Marin Boulevard)</u> is a two-way, east-west roadway that forms the southern boundary of the study area. Within the project study area, 116th Street has two travel lanes in each direction with curbside parallel parking allowed on both sides of the roadway. Due to the presence of Morningside Park, 116th Street is discontinuous between Morningside Avenue and Morningside Drive. 116th Street accommodates significant portions of the M7, M18, M102, and M116 bus routes, operated by NYC Transit. 116th Street is also a local truck route between Seventh Avenue and First Avenue. To the west, 116th Street provides connections to Riverside Drive.

The remaining system of east-west cross-streets is comprised of one-way local streets, typically with one travel lane, plus curbside parallel parking on both sides of the roadway. These streets primarily provide local access to adjacent properties. For the most part, the east-west cross-street system is continuous and complete in the proposed action area. However, local streets are sometimes discontinuous due to the prior formation of super-blocks (e.g. 121st Street, 122nd Street and 123rd Street are all discontinuous west of Madison Avenue, due to Marcus Garvey Memorial Park).

The major north-south arteries are as follows:

<u>Broadway</u> is a two-way roadway that serves as a primary north-south thoroughfare through the study area, extending virtually the entire length of Manhattan. Within the project study area, Broadway is aligned under the elevated subway track for the #1 subway line, and has two continuous travel lanes in each direction, with curbside parallel parking on each side of the roadway and exclusive left-turn lanes at major intersections (such as at 125th Street). In addition, Broadway accommodates portions of the M4, M60, and M104 bus routes operated by NYC Transit within the study area, and is also a local truck route.

<u>Amsterdam Avenue</u> is a two-way, north-south roadway with two continuous travel lanes and curbside parallel parking on each side of the roadway through the study area. Amsterdam Avenue is a local truck route through the study area, and accommodates portions of the M11, M60, M100, and M101 bus routes operated by NYC Transit.

<u>Morningside Avenue</u> is a two-way, north-south roadway. Through the study area south of 126th Street, Morningside Avenue has two continuous travel lanes and curbside parallel parking on each side of the roadway. North of 126th Street, Morningside Avenue narrows to one continuous travel lane and curbside parallel parking on each side of the roadway.

<u>St. Nicholas Avenue</u> is a two-way roadway on a slightly angled north-south alignment, such that it intersects with Eighth Avenue (at 121st Street) and Seventh Avenue (at 116th Street) within the study area. St. Nicholas Avenue has one continuous travel lane, a striped bicycle lane, and

curbside parallel parking in each direction throughout the study area. North of 125th Street, St. Nicholas Avenue accommodates the M3 bus route operated by NYC Transit.

<u>Frederick Douglass Boulevard (Eighth Avenue)</u> is a two-way north-south roadway with two continuous travel lanes and curbside parallel parking on each side of the roadway through the study area. Frederick Douglass Boulevard accommodates the M10 bus route operated by NYC Transit.

<u>Adam Clayton Powell Jr. Boulevard (Seventh Avenue)</u> is a two-way north-south roadway through the study area, with three continuous travel lanes and curbside parallel parking on each side of the roadway, separated by a raised, landscaped median. Adam Clayton Powell Jr. Boulevard is a local truck route between Central Park North and West 155th Street, and accommodates the M2 bus route operated by NYC Transit.

<u>Lenox Avenue (Malcom X Boulevard)</u> is a two-way north-south roadway through the study area, with two continuous travel lanes and curbside parallel parking on each side of the roadway, separated by a raised, landscaped median. At major intersections, the raised median is reduced in width to accommodate exclusive northbound and/or southbound left-turn lanes. Within the study area, Lenox Avenue accommodates the M7 and M102 bus routes operated by NYC Transit.

<u>Fifth Avenue</u> is a one-way southbound roadway through the study area. From 135th Street to 132nd Street, Fifth Avenue has three continuous travel lanes with curbside parallel parking on each side of the roadway. South of 132nd Street, Fifth Avenue narrows to two continuous travel lanes with curbside parallel parking on each side of the roadway. Because of Marcus Garvey Memorial Park, Fifth Avenue terminates at 124th Street. As a result, southbound traffic must turn right onto 124th Street to continue southbound around the park via Mt. Morris Parkway West, or turn left onto 124th Street to continue southbound via Park Avenue. Fifth Avenue resumes south of the Marcus Garvey Memorial Park at 120th Street. Fifth Avenue is a local truck route from the Madison Avenue bridge (138th Street) to 125th Street, and accommodates the southbound leg of the M1 bus route operated by NYC Transit.

<u>Madison Avenue</u> is a one-way northbound roadway through the study area. South of 125th Street, Madison Avenue generally has three continuous travel lanes, plus curbside parallel parking on both sides of the roadway, with the exception of the segment between 120th and 124th Streets (adjacent to Marcus Garvey Memorial Park). Along this particular segment, Madison Avenue has two continuous travel lanes, with parallel parking on the east side of the roadway and 90-degree parking on the west side of the roadway (adjacent to the park). Between 125th Street and 132nd Street, Madison Avenue narrows to two continuous travel lanes, plus curbside parallel parking on both sides of the roadway. North of 132nd Street, Madison Avenue widens again to three continuous travel lanes, plus curbside parallel parking on both sides of the roadway. Madison Avenue is a local truck route from the Madison Avenue bridge (138th Street) to 125th Street, and accommodates the northbound leg of the M1 bus route operated by NYC Transit.

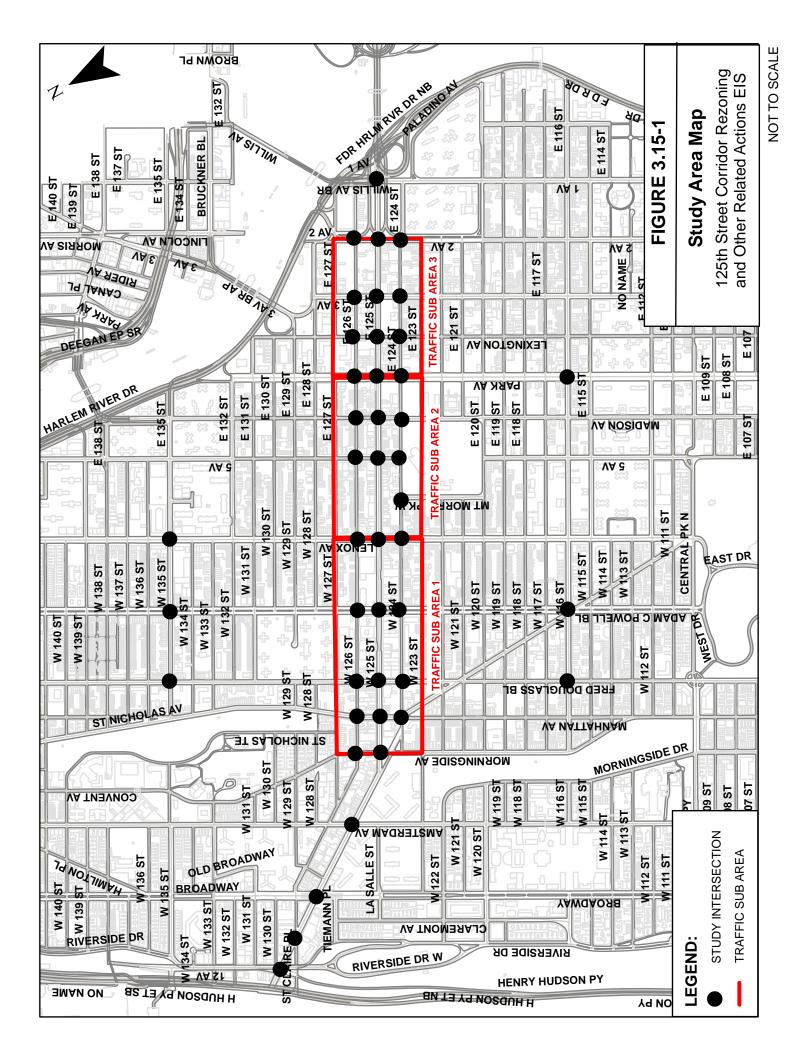
<u>Park Avenue</u> is a two-way north-south roadway that is aligned under the elevated Metro-North Railroad track through the study area. Park Avenue has one continuous travel lane in each direction and accommodates the southbound portion of the M98 bus route operated by NYC Transit.

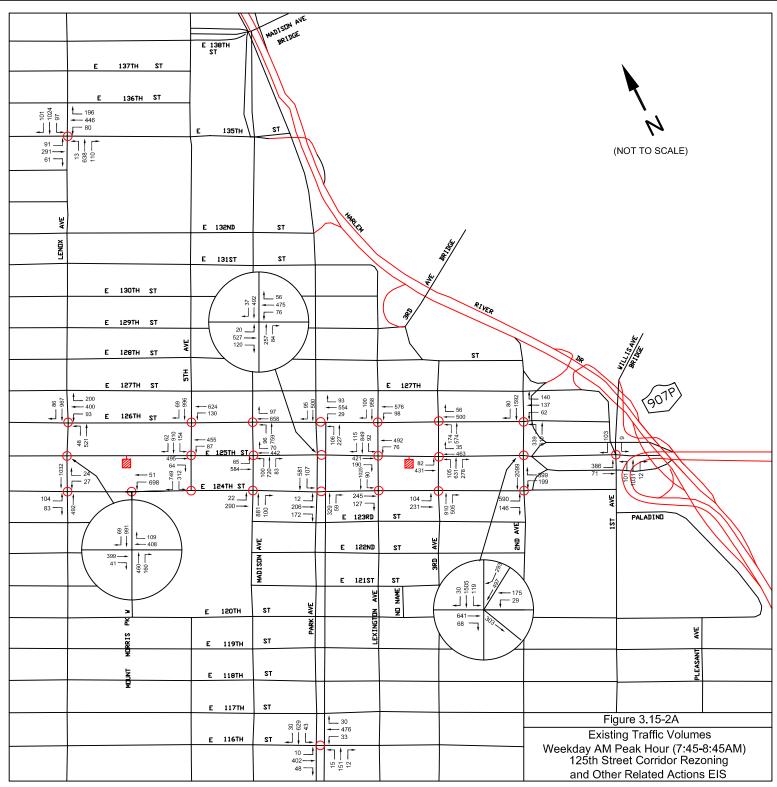
<u>Lexington Avenue</u> is a one-way southbound roadway through the study area, with two continuous travel lanes plus curbside parallel parking on both sides of the roadway. South of 125th Street, Lexington Avenue is a local truck route. Lexington Avenue also accommodates portions of the southbound legs of the M98, M101, and M103 bus routes operated by NYC Transit.

<u>Third Avenue</u> is a one-way northbound roadway through the study area, with five continuous travel lanes plus curbside parallel parking on both sides of the roadway. South of 125th Street, Third Avenue is a local truck route. Third Avenue also accommodates portions of the northbound legs of the M98, M101, and M103 bus routes operated by NYC Transit.

<u>Second Avenue</u> is a one-way southbound roadway through the study area, with five continuous travel lanes plus curbside parallel parking on both sides of the roadway between 125th and 127th Streets, and four continuous travel lanes plus curbside parallel parking on both sides south of 125th Street. South of 127th Street, Second Avenue is a local truck route. Second Avenue also accommodates a portion of the southbound leg of the M15 bus route operated by NYC Transit. The exit and entrance ramps to/from the Triborough Bridge are located immediately east of the signalized Second Avenue/125th Street intersection.

<u>First Avenue</u> forms the eastern boundary of the study area, and is primarily a one-way northbound roadway. South of 125th Street, First Avenue has four continuous travel lanes, plus curbside parallel parking on both sides of the roadway. However, the section of First Avenue between 127th Street and 125th Street is one-way southbound, with one travel lane and curbside parallel parking on both sides of the roadway. First Avenue is also a local truck route through the study area, and accommodates portions of the northbound legs of the M15 and M116 bus routes operated by NYC Transit. North of 125th Street, First Avenue continues over the Willis Avenue Bridge to the Bronx.





All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

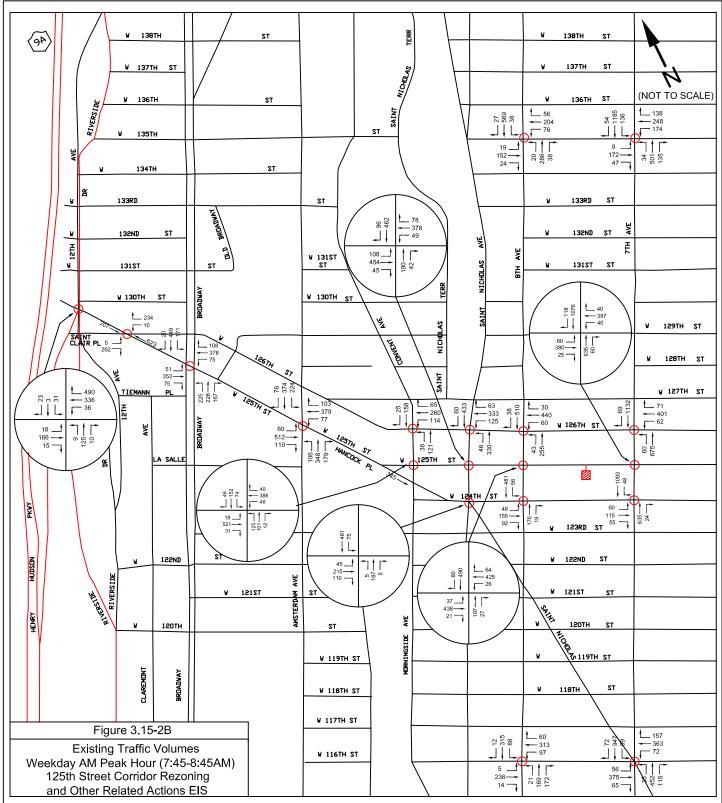
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

💋 -Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

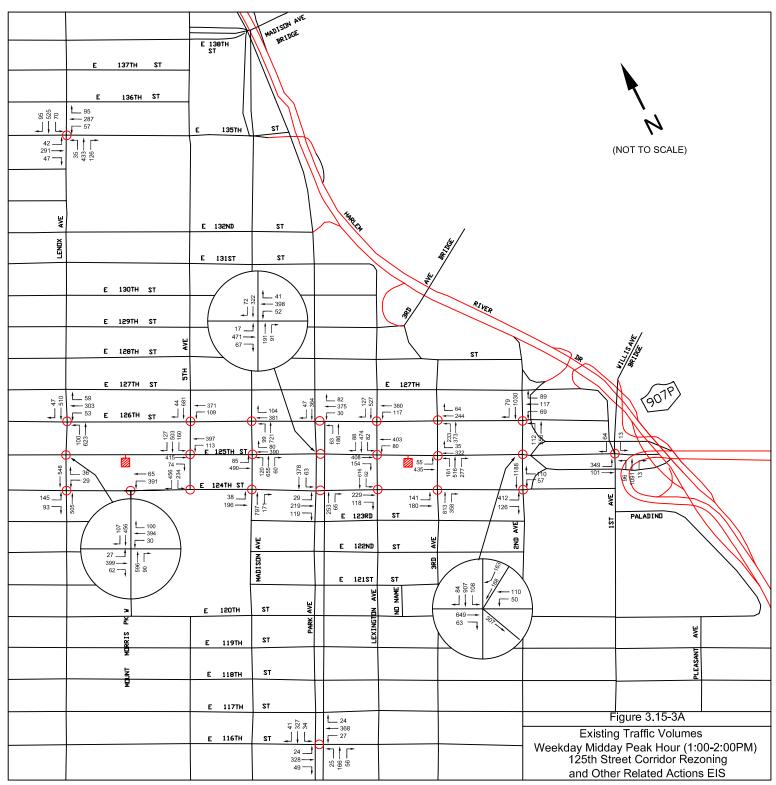
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

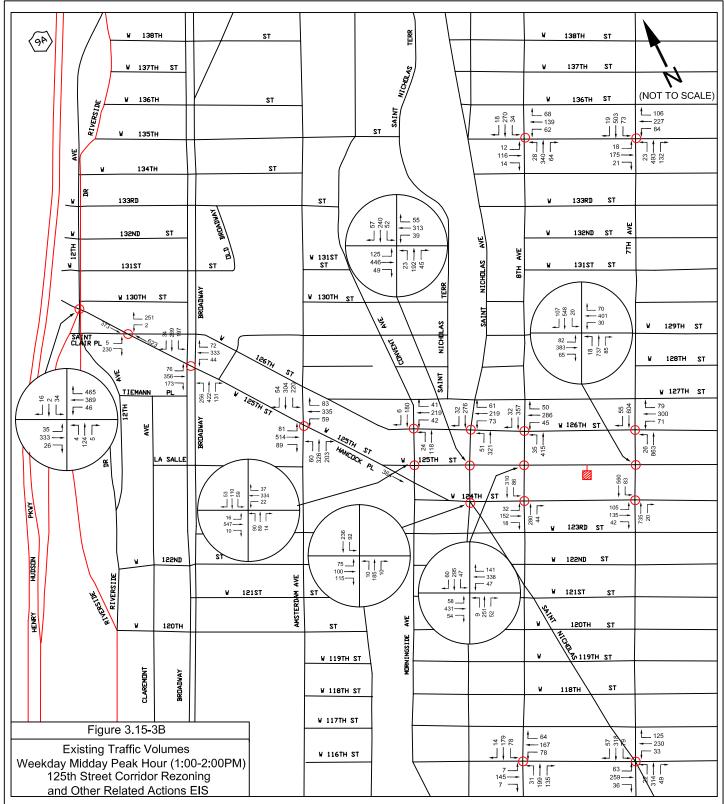


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

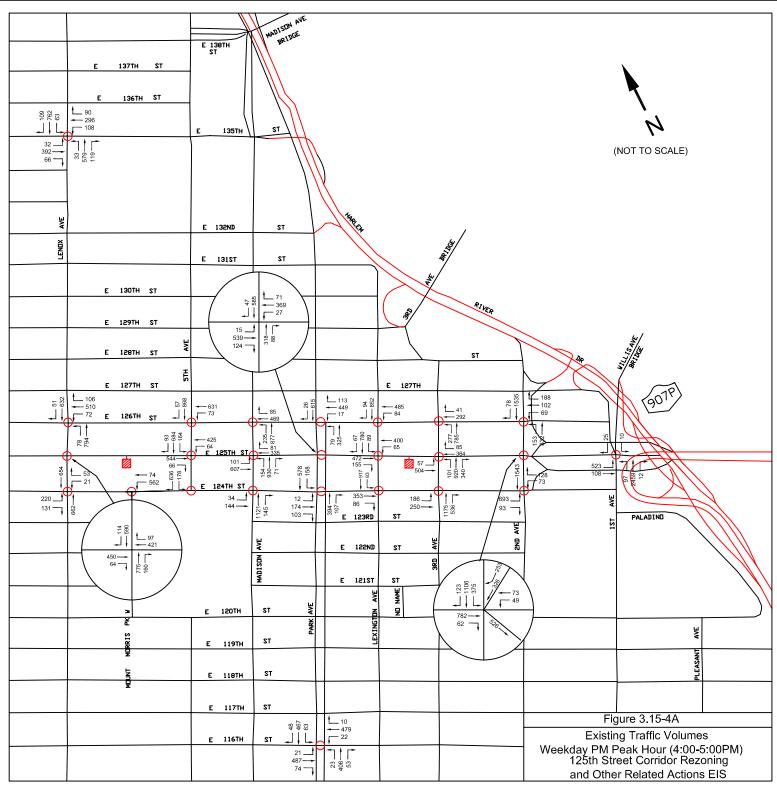


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

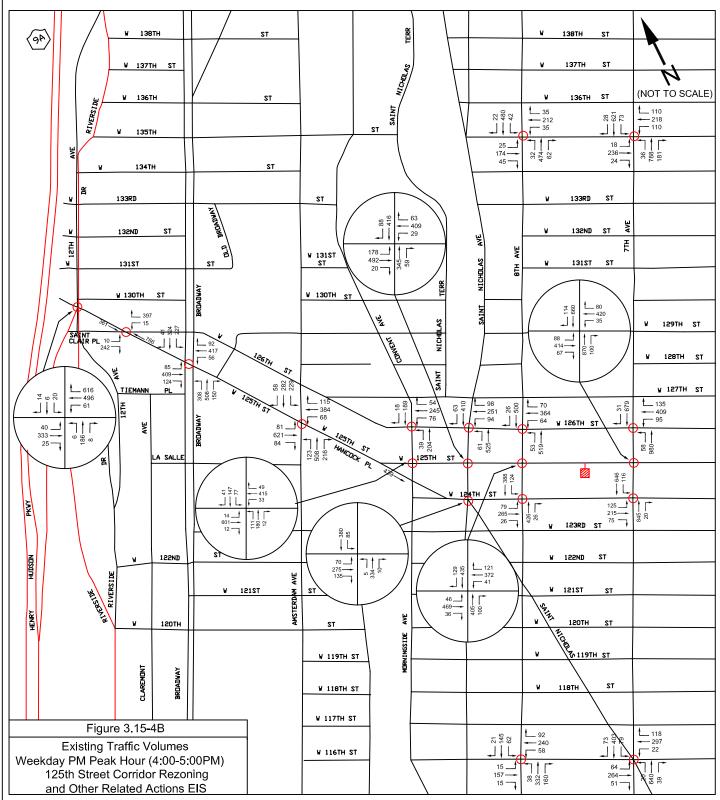
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

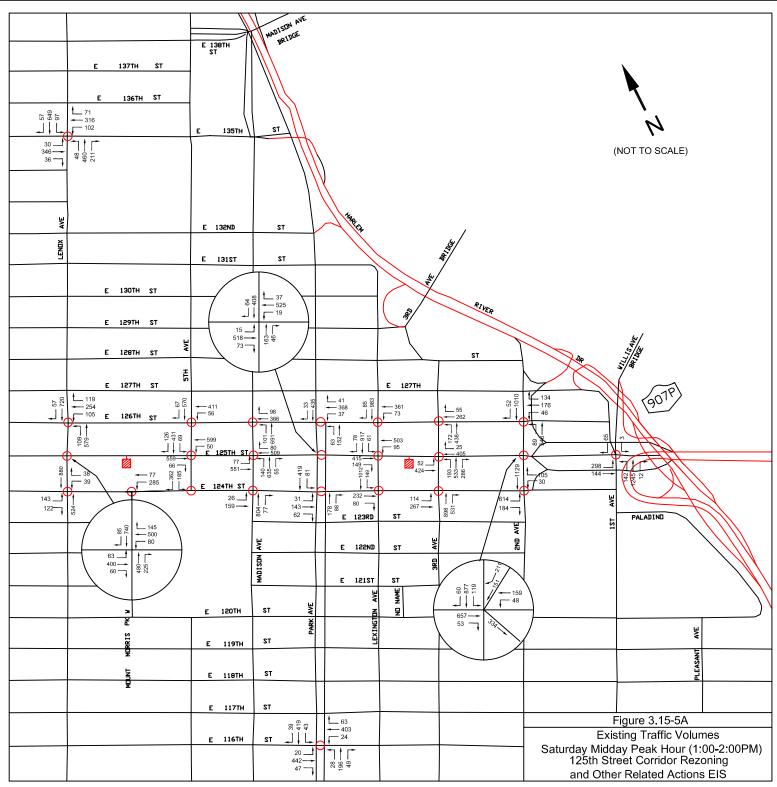
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

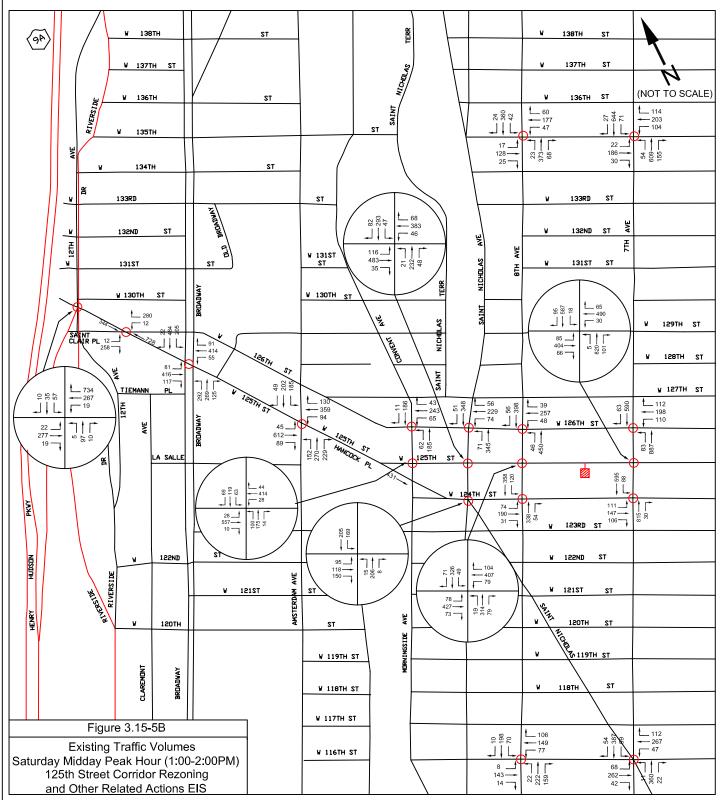


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

Capacity Analysis

The capacity analyses for the study area intersections are based on the methodologies described in the 2000 Highway Capacity Manual (HCM) and were conducted using Highway Capacity Software (HCS2000) Release 4.1e. Data collected in the field for these analyses included vehicle turning movement and classification counts on each approach, lane configurations and lane widths on each approach, signal timing parameters and phasing sequences for signalized intersections, curbside parking regulations, and various other physical and operational characteristics. Measurements of queue spillback were also obtained at intersections that were observed to experience congested traffic conditions during peak periods. The signal phasing sequences and timing plans used in the analyses of each signalized intersection were obtained from the NYCDOT.

For signalized intersections, the *HCM* methodology calculates a volume-to-capacity (v/c) ratio for each approach (or lane group). The v/c ratio represents the ratio of traffic volumes on the approach to the approach's vehicle-carrying capacity. At v/c ratios between 0.95 and 1.00, traffic volumes approach capacity and delays to motorists could become substantial. Volume-to-capacity ratios exceeding 1.00 indicate saturated conditions, typically characterized by long delays and building queues.

The *HCM* methodology also expresses the quality of flow for an approach (or lane group) in terms of level-of-service (LOS), a measure based on the average control delay that motorists experience when traveling through the intersection. Control delay includes delays associated with acceleration, deceleration, and queue move-up time, in addition to stopped delay at the intersection. For signalized intersections, LOS ranges on a letter-grade scale from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 80 seconds per vehicle).

For unsignalized intersections, the *HCM* methodology assumes that major street through and right-turning traffic is unaffected by turning movements from the minor street. Left-turns from the major street are assumed to be affected by the opposing (oncoming) major street traffic flow. Minor street traffic movements are affected by all of the conflicting higher-priority movements described above.

As with signalized intersections, the *HCM* methodology for unsignalized intersections expresses the quality of flow in terms of both v/c ratio and a letter-grade LOS, with LOS based on the average control delay experienced by motorists making left-turns from the major street or turns from the minor street approach. However, the relationships between delay and LOS for unsignalized intersections are different from those for signalized intersections, primarily because motorists expect different levels of performance from these two types of intersections. For unsignalized intersections, LOS ranges from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 50 seconds per vehicle).

Table 3.15-1 shows the relationships between average control delay and LOS for signalized and unsignalized intersections using the *HCM* methodologies. Levels-of-service "A", "B" and "C" generally represent extremely favorable to fair levels of traffic flow. At LOS "D", delays

increase and the influence of congestion becomes noticeable. LOS "E" is considered to be the limit of acceptable delay for most motorists. LOS "F" is considered to be unacceptable to most motorists, with traffic flow at, or exceeding, the capacity of the roadway. For the purposes of this study, a signalized approach or lane group operating at LOS "E" or "F" and/or with a v/c ratio of 0.95 or more was classified as congested. For unsignalized intersections, an approach (or lane group) operating at LOS "E" or "F" is also classified as congested.

Level-of-Service	Average Control Dela	y (seconds per vehicle)
	Signalized Intersections	Unsignalized Intersections
А	≤ 10	≤ 10
В	$> 10 \text{ and } \le 20$	$> 10 \text{ and } \le 15$
С	$> 20 \text{ and } \le 35$	> 15 and ≤ 25
D	$> 35 \text{ and } \le 55$	> 25 and ≤ 35
E	$> 55 \text{ and } \le 80$	$>$ 35 and \leq 50
F	> 80	> 50

Table 3.15-1: Level-of-Service Criteria

Source: 2000 Highway Capacity Manual.

Based on the existing traffic volumes shown in Figures 3.15-2 through 3.15-5, intersection capacity analyses were conducted according to the *HCM* methodologies described above. Table 3.15-2 shows the results of the existing traffic conditions capacity analyses at the 44 study intersections during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. Of the 44 intersections studied, there are 13 intersections with one or more congested approaches during the weekday AM peak hour, two (2) intersections during the weekday midday peak hour, 14 during the weekday PM peak hour, and 11 intersections during the Saturday midday peak hour. Existing traffic conditions along the five major study area corridors are described more fully below.

	Interportion				day AM Peak 7:45-8:45 AM			day MD Peal 1:00-2:00 PM			day PM Pea 4:00-5:00 PM		Saturday Midday Peak Hour (1:00-2:00 PM)			
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	
						SIGNALI	ZED INTE	ERSECTION	IS							
		EB	LTR	0.87	44.1	D	0.66	29.8	С	0.61	27.8	С	0.51	25.5	С	
		WB	LTR	0.99	58.8	E	0.72	31.7	С	1.00	75.3	Е	0.76	34.2	С	
	West 135 th Street	NB	L	0.18	13.4	В	0.18	11.6	В	0.31	15.0	В	0.20	12.2	В	
1	and Lenox Avenue	NB	TR	0.53	14.5	В	0.42	13.0	В	0.47	13.6	В	0.49	13.9	В	
		SB	L	0.42	17.3	В	0.26	13.0	В	0.37	15.9	В	0.40	16.0	В	
		_	TR	0.73	18.6	В	0.44	13.2	В	0.58	15.2	В	0.49	13.8	В	
		Ove	erall	0.83	30.3	С	0.55	20.2	С	0.74	29.5	С	0.60	19.9	В	
		EB	LTR	0.52	27.3	С	0.49	26.7	С	0.76	37.2	D	0.56	28.4	С	
	West 135 th Street	WB	L	0.78	48.9	D	0.42	27.6	С	0.68	42.1	D	0.50	30.1	С	
2	and Adam C.		TR	0.91	52.7	D	0.82	42.8	D	0.84	44.0	D	0.76	37.6	D	
	Powell Jr. Boulevard	NB	LTR	0.44	13.1	В	0.43	13.0	В	0.56	14.6	В	0.46	13.2	В	
		SB	LTR erall	0.81	20.8	C	0.33	11.9	B	0.45	13.2	B	0.42	12.8	B	
				0.85	25.3	C	0.58	20.3	C	0.67	22.5	C	0.57	19.2	В	
	West 135 th Street	EB WB	LTR LTR	0.38	27.2	C F	0.22	25.1	C E	0.46	28.6	C E	0.31	26.1	C E	
3	and Frederick		LTR	1.01	82.6		0.94	69.7 9.6		0.92	63.4	B		70.8		
э	Douglass	NB SB	LTR	0.28	9.1	A B	0.33		A	0.41	10.4		0.33	9.5	A	
	Boulevard	-	erall	0.43 0.63	10.6 29.7	в С	0.24 0.53	8.8 24.6	A C	0.33 0.58	9.5 22.5	A C	0.31 0.54	9.4 24.7	А С	
		WB	LTR	0.58	33.9	C C	0.53	31.1	C C	0.49	32.0	C C	0.54	31.8	C C	
	East 126 th Street and 2 nd Avenue	VVD	LIR	0.58	78.2	E	0.43	35.7	D	0.49	31.3	c	0.49	31.6	c	
4		NB	Т	0.98	50.9	D	1.02	77.2	E	0.30	63.4	E	0.32	58.7	E	
4		SB	TR	0.88	21.9	c	0.34	19.2	B	0.53	21.2	C	0.93	19.6	B	
		-	erall	0.68	35.9	D	0.54	37.4	D	0.00	34.7	c	0.40	31.7	c	
		WB	TR	0.54	25.5	C	0.56	25.9	C	0.25	21.6	С	0.24	21.5	С	
5	East 126 th Street	NB	LT	0.27	11.2	B	0.10	9.9	A	0.30	11.4	B	0.16	10.3	B	
-	and 3 rd Avenue	Overall		0.38	17.0	в	0.28	20.3	С	0.28	13.9	В	0.19	14.2	В	
		WB	LT	0.96	99.4	F	0.87	43.4	D	0.96	57.6	E	0.84	41.4	D	
6	East 126 th Street					-		-	В						В	
υ	and Lexington Avenue	SB	TR 	0.68	18.5	В	0.51	14.2		0.63	16.2	В	0.73	18.5		
			erall	0.79	49.9	D	0.65	23.1	С	0.76	31.8	С	0.77	25.3	С	
		WB	LTR	0.89	47.4	D	0.70	33.1	С	0.82	39.6	D	0.62	30.4	С	
			DefL	0.34	11.8	В										
7	East 126 th Street and Park Avenue	NB	Т	0.32	10.4	В										
			LT				0.21	9.0	A	0.41	11.0	В	0.20	8.9	A	
		SB	TR	0.40	10.6	B	0.26	9.3	A	0.44	11.1	B	0.30	9.7	A	
			erall	0.56	25.2	C	0.41	19.4	В	0.57	20.7	C	0.41	17.8	В	
	East 126 th Street	WB	TR	0.78	32.3	С	0.52	25.5	С	0.58	26.5	С	0.50	25.1	С	
8	and Madison Avenue	NB	LT	0.58	15.2	В	0.53	14.5	В	0.72	18.1	В	0.51	14.0	В	
		Ove	erall	0.66	23.3	С	0.53	18.7	В	0.67	21.0	С	0.50	18.3	В	
	126 th Street and 5 th	WB	LT	0.99	58.9	E	0.80	37.0	D	1.00	63.4	Е	0.78	34.8	С	
9	Avenue	SB	TR	0.72	18.5	В	0.48	13.8	В	0.62	15.9	В	0.49	13.9	В	
		Ove	erall	0.83	35.2	D	0.61	23.2	С	0.77	36.2	D	0.60	22.3	С	

		A			lay AM Peak :45-8:45 AM			day MD Peak 1:00-2:00 PN			day PM Pea 4:00-5:00 PM		Saturday Midday Peak Hour (1:00-2:00 PM)			
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	
		WB	LTR	0.98	52.0	D	0.64	24.0	С	0.92	41.7	D	0.81	31.7	С	
	the second second	NB	L	0.51	35.7	D	0.46	23.3	С	0.56	31.9	С	0.77	49.7	D	
10	West 126 th Street and Lenox Avenue	ND	Т	0.40	17.7	В	0.45	18.3	В	0.75	24.7	С	0.44	18.3	В	
		SB	TR	0.90	33.7	С	0.43	18.2	В	0.64	21.9	С	0.61	21.2	С	
		Ove	erall	0.94	35.5	D	0.55	20.1	С	0.83	28.9	С	0.79	24.7	С	
	West 126 th Street	WB	LTR	0.68	27.3	С	0.55	26.3	С	0.79	33.3	С	0.53	25.9	С	
11	and Adam C.	NB	LT	0.50	15.5	В	0.43	12.8	В	0.53	14.1	В	0.53	14.1	В	
	Powell Jr.	SB TR		0.54	15.8	В	0.30	11.5	В	0.29	11.4	В	0.27	11.2	В	
	Boulevard	Ove	erall	0.60	18.6	В	0.48	15.5	В	0.63	18.8	В	0.53	15.8	В	
	West 126 th Street	WB	LTR	0.89	42.3	D	0.75	34.3	С	0.98	65.2	Е	0.59	37.9	D	
12	and Frederick	NB	LT	0.29	13.8	В	0.33	12.0	В	0.35	7.9	А	0.35	12.2	В	
12	Douglass	SB	TR	0.42	15.1	В	0.26	11.3	В	0.29	7.4	А	0.32	12.4	В	
	Boulevard	Ove	erall	0.63	25.5	С	0.50	19.2	В	0.54	25.9	С	0.44	19.0	В	
		WB	LTR	0.89	40.0	D	0.75	29.8	С	0.84	35.6	D	0.66	25.3	С	
13	West 126 th Street	NB	LT	0.79	33.0	С	0.69	26.3	С	1.01	64.6	Е	0.92	48.1	D	
13	and St. Nicholas Avenue	SB	TR	0.82	32.9	С	0.53	21.1	С	0.73	27.1	С	0.21	26.6	С	
		Overall		0.85	35.5	D	0.72	25.9	С	0.92	43.8	D	0.79	33.5	С	
	West 126 th Street and Morningside Avenue	WB	LTR	0.96	63.6	E	0.84	50.1	D	1.01	122.7	F	0.99	75.9	E	
		NB	LT	0.13	8.0	А	0.11	7.8	А	0.18	8.3	А	0.18	8.3	А	
14		SB	TR	0.27	9.4	А	0.27	9.4	Α	0.30	9.7	Α	0.38	11.2	В	
		Overall		0.51	37.4	D	0.46	27.3	С	0.53	57.5	Е	0.58	37.5	D	
		EB	LT	0.52	22.9	С	0.45	21.7	С	0.60	24.2	С	0.43	21.5	С	
45	East 125 th Street	NB	L	0.18	12.9	В	0.18	13.0	В	0.16	15.5	В	0.25	13.6	В	
15	and 1 st Avenue	IND	TR	0.33	13.7	В	0.34	13.8	В	0.74	28.5	С	0.36	14.0	В	
		Overall		0.41	16.4	В	0.39	16.1	В	0.68	27.3	С	0.39	15.7	В	
		EB	TR	0.84	53.2	D	0.77	32.2	С	0.78	58.8	E	0.82	38.8	D	
			DefL				0.50	40.5	D	0.59	51.4	D				
		WB	Т				0.31	25.7	С	0.16	23.1	С				
16	East 125 th Street and 2 nd Avenue		LT	0.47	32.3	С							0.61	37.4	D	
	and 2 Avenue	SB	LTR	0.76	28.1	С	0.57	29.3	С	0.85	41.1	D	0.42	22.5	С	
		RAMP (SB)	TR	1.03	212.8	F	0.59	36.6	D	0.92	76.3	Е	0.67	38.8	D	
		Ove	erall	*	*	*	*	*	*	*	*	*	*	*	*	
		EB	LT	0.71	28.6	С	0.61	25.4	С	0.71	72.6	E	0.60	25.0	С	
	East 125 th Street	WB	TR	0.56	23.8	С	0.45	21.9	С	0.57	24.2	С	0.53	23.2	C	
17	and 3 rd Avenue	NB	LTR	0.34	13.9	В	0.36	14.0	В	0.50	15.5	В	0.38	14.2	В	
			erall	0.50	20.1	С	0.47	18.6	В	0.59	30.4	С	0.48	18.9	В	
		EB	TR	0.71	27.8	С	0.62	25.3	С	0.68	47.6	D	0.65	25.6	С	
	East 125 th Street	WB	LT	0.93	111.7	F	0.81	35.2	D	0.69	28.2	С	0.89	41.1	D	
18	and Lexington Avenue	SB	LTR	0.59	17.8	В	0.36	14.3	В	0.51	16.0	В	0.53	16.3	В	
1	Avenue		erall	0.74	44.5	D	0.56	23.9	С	0.59	28.6	С	0.69	25.4	С	

number number<						lay AM Peak 2:45-8:45 AM			day MD Peal 1:00-2:00 PM			day PM Pea 4:00-5:00 PM		Saturday Midday Peak Hour (1:00-2:00 PM)			
Image: Part Series and	No.	Intersection	Approach	Movement	v/c	Control	LOS	v/c	Control	LOS	v/c	Control	LOS	v/c	Control	LOS	
Image Each 126 ⁻ Series Image Image <td></td> <td></td> <td>EB</td> <td>LTR</td> <td>0.53</td> <td>14.7</td> <td>В</td> <td>0.45</td> <td>13.6</td> <td>В</td> <td>0.60</td> <td>25.0</td> <td>С</td> <td>0.46</td> <td>13.6</td> <td>В</td>			EB	LTR	0.53	14.7	В	0.45	13.6	В	0.60	25.0	С	0.46	13.6	В	
Image Image <t< td=""><td></td><td>th</td><td>WB</td><td>LTR</td><td>0.65</td><td>17.8</td><td>В</td><td>0.50</td><td>14.5</td><td>В</td><td>0.44</td><td>13.5</td><td>В</td><td>0.47</td><td>13.7</td><td>В</td></t<>		th	WB	LTR	0.65	17.8	В	0.50	14.5	В	0.44	13.5	В	0.47	13.7	В	
<table-container>Image: bord bord bord bord bord bord bord bord</table-container>	19		NB	TR	0.41	23.8	С	0.32	22.6	С	0.44	24.5	С	0.23	21.5	С	
Image: strep in the			SB	TR	0.52	27.1	С	0.48	24.9	С	0.63	27.5	С	0.51	25.1	С	
Best 128 ⁻¹⁶ sing Mandading Mark Madigin Mark Mark Mark Mark Mark Mark Mark Mark			Ov	erall	0.60	20.1	С	0.49	18.1	В	0.61	23.2	С	0.48	17.6	В	
and Mation Version NM NM LR 0.07			EB	LT	0.71	24.5	С	0.70	24.8	С	0.93	42.0	D	0.77	27.7	С	
Avenue NB NB IB IB <th< td=""><td>20</td><td></td><td>WB</td><td>TR</td><td>0.47</td><td>18.9</td><td>В</td><td>0.48</td><td>19.2</td><td>В</td><td>0.41</td><td>18.1</td><td>В</td><td>0.57</td><td>20.6</td><td>С</td></th<>	20		WB	TR	0.47	18.9	В	0.48	19.2	В	0.41	18.1	В	0.57	20.6	С	
Image: state	20		NB	LTR	0.53	19.3	В	0.50	18.9	В	0.67	21.7	С	0.49	18.7	В	
14* 15* <td></td> <td></td> <td>Ov</td> <td>erall</td> <td>0.62</td> <td>20.8</td> <td>С</td> <td>0.60</td> <td>20.7</td> <td>С</td> <td>0.80</td> <td>27.4</td> <td>С</td> <td>0.63</td> <td>21.9</td> <td>С</td>			Ov	erall	0.62	20.8	С	0.60	20.7	С	0.80	27.4	С	0.63	21.9	С	
21 Meanue SB LTR 1.00 S05 D 0.70 24.8 C 0.80 28.3 C 0.80 21.9 C 24 Manue SB LTR 0.00 S05 D 0.66 23.7 C 0.66 30.1 C 0.60 21.0 C 0.60 21.0 C 0.60 21.0 C 0.60 21.0 C 0.60 23.0 C 0.60 21.0 C 0.61 20.0 C 0.01 21.0 C 0.01 0.01 21.0 C			EB	TR	0.64	27.9	С	0.54	26.7	С	0.66	42.4	D	0.75	270.4	F	
Avenue SB LR 1.00 5.00 D 0.70 24.8 C 0.80 28.3 0.80 28.3 0.80	04	125 th Street and 5 th	WB	LT	0.59	20.1	С	0.54	19.2	В	0.48	18.4	В	0.67	72.2	E	
2 4 6 7 6 7 6 7 6 7 6 7	21		SB	LTR	1.00	50.5	D	0.70	24.8	С	0.80	28.3	С	0.58	21.9	С	
22 Meet 25 [*] Stree in exercise Med IR 0.64 0.42 0.7			Ov	erall	0.82	37.4	D	0.66	23.7	С	0.66	30.1	С	0.65	121.8	F	
Meet 126** Streig and Lenox Avenue and Lenox Avenue (SSB) NB TR 0.62 2.1.7 C 0.61 2.1.3 C 0.91 3.6.1 D 0.74 2.5.4 C 28 and Lenox Avenue and Lenox Avenue SB TR 0.94 39.5 C 0.60 2.00 R 0.72 2.4.8 C 0.80 2.7.6 C 0.88 175. 9.7.6 20 Mest 126*Marc. Powel Jr. Boilevard EB LTR 0.52 2.0.0 R 0.72 2.7.6 0.60 2.4.3 C 0.68 2.16.2 0.7.6 20 Mest 126*Marc. Powel Jr. Boilevard MB TR 0.51 1.7.2 R 0.53 1.9.2 R 0.53 1.9.3 0.40 1.7.6 0.58 1.9.3 R 0.60 1.6.6 0.50 1.9.3 R 0.60 1.6.6 0.50 1.5.3 R 0.40 1.6.9 0.6.6 2.0.6 0.60 2.6.6 0.6.6 2.6.6 0.6.6			EB	TR	0.39	17.8	В	0.50	19.6	В	0.51	19.6	В	0.69	233.6	F	
22 and Lanox Avenue NB TR 0.62 21.7 C 0.61 21.3 C 0.91 36.1 D 0.74 25.4 C 20 SB TR 0.94 39.5 D 0.53 20.0 B 0.72 24.8 C 0.80 20.0 C 0.74 25.8 7 0.88 77 0.88 77 0.74 20.0 B 0.70 0.74 0.74 0.88 216.0 0.76 0.74 0.75 0.88 216.0 0.76 0.75 0.88 0.76 0.78 0.75 0.88 17.0 0.7 0.70			WB	TR	0.54	24.2	С	0.59	22.0	С	0.57	21.0	С	0.97	442.5	F	
Image: bord bord bord bord bord bord bord bord	22		NB	TR	0.62	21.7	С	0.61	21.3	С	0.91	36.1	D	0.74	25.4	С	
Post 125 ° Street and Adam C. Powei Jr. Boulevard EB LTR 0.00 B 0.72 2.97 C 0.75 3.31 C 0.68 21.62 F 23 West 125 ° Street and Adam C. Powei Jr. Boulevard WB LTR 0.54 20.0 B 0.72 2.97 C 0.60 24.3 C 0.68 21.62 F 20 Mest 125 ° Street and Frederick Douglass Boulevard TR 0.61 20.4 C 0.61 17.7 B 0.60 17.5 B 0.60 17.5 B 0.60 17.5 B 0.60 17.5 B 0.40 17.5 B 0.60 17.5 B 0.40 1			SB	TR	0.94	39.5	D	0.53	20.0	В	0.72	24.8	С	0.80	27.6	С	
West 125 "strete and Adam C, Powell Jr. WB LTR 0.54 2.04 C 0.61 2.37 C 0.60 2.43 C 0.59 12.46 F 23<			Ov	erall	0.74	28.5	С	0.60	20.8	С	0.74	27.0	С	0.88	175.8	F	
and Adam NR IR <			EB	LTR	0.52	20.0	В	0.72	29.7	С	0.75	33.1	С	0.68	216.2	F	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		and Adam C. Powell Jr.	WB	LTR	0.54	20.4	С	0.61	23.7	С	0.60	24.3	С	0.59	124.6	F	
Boulevard SB TR 0.61 2.04 C 0.41 17.7 B 0.40 17.5 B 0.40 0.75 B 0.40 0.75 B 0.75 0.60 0.60 0.75	23		NB	TR	0.37	17.2	В	0.53	19.2	В	0.55	19.3	В	0.51	18.9	В	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			SB	TR	0.61	20.4	С	0.41	17.7	В	0.40	17.5	В	0.40	17.5	В	
West 125 ^h Stret and Frederick Douglass Boulevard WB LTR 0.60 21.6 C 0.53 14.9 B 0.60 21.6 C 0.98 513.9 F 24 Amd Frederick Douglass Boulevard NB TR 0.24 16.0 B 0.53 26.2 C 0.50 19.3 B 0.33 12.1 B 24 MB Douglass Boulevard SB TR 0.47 18.8 B 0.50 28.0 C 0.51 19.5 B 0.39 14.2 B 26 $OV=IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII$			Overall		0.57	19.5	в	0.62	21.9	С	0.65	22.6	С	0.60	80.7	F	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			EB	LTR	0.62	27.6	С	0.55	15.3	В	0.53	20.1	С	0.96	234.2	F	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		West 125 th Street	WB	LTR	0.60	21.6	С	0.53	14.9	В	0.60	21.6	С	0.98	513.9	F	
Boulevard SB TR 0.47 18.8 B 0.56 28.0 C 0.51 19.5 B 0.39 14.2 B $I = 0$ </td <td>24</td> <td></td> <td>NB</td> <td>TR</td> <td>0.24</td> <td>16.0</td> <td>В</td> <td>0.53</td> <td>26.2</td> <td>С</td> <td>0.50</td> <td>19.3</td> <td>В</td> <td>0.33</td> <td>12.1</td> <td>В</td>	24		NB	TR	0.24	16.0	В	0.53	26.2	С	0.50	19.3	В	0.33	12.1	В	
$ \frac{1}{26} (1.1) $		-	SB	TR	0.47	18.8	В	0.56	28.0	С	0.51	19.5	В	0.39	14.2	В	
West 125 th Street and St. Nicholas Avenue WB LTR 0.55 15.4 B 0.42 13.3 B 0.49 14.2 B 0.45 30.4 C 25 and St. Nicholas Avenue NB TR 0.55 28.1 C 0.68 33.3 C 0.84 41.8 D 0.69 33.9 C 26 MB TR 0.95 54.9 D 0.82 40.6 D 0.86 71.5 E 1.00 69.5 E 27 Overul 0.82 30.2 C 0.73 24.4 C 0.83 41.5 D 0.77 50.3 D 28 TR 0.82 30.2 C 0.73 24.4 C 0.83 41.5 D 0.77 50.3 D 29 MB LTR 0.49 14.2 B 0.49 14.0 B 0.49 14.0 B 0.49 14.0 30.1 C <td></td> <td></td> <td>Ov</td> <td>erall</td> <td>0.54</td> <td>21.7</td> <td>с</td> <td>0.56</td> <td>20.1</td> <td>С</td> <td>0.56</td> <td>20.1</td> <td>С</td> <td>0.62</td> <td>215.2</td> <td>F</td>			Ov	erall	0.54	21.7	с	0.56	20.1	С	0.56	20.1	С	0.62	215.2	F	
West 125 street and St. Nicholas Avenue NB TR 0.55 28.1 C 0.68 33.3 C 0.84 41.8 D 0.69 33.9 C 25 Avenue NB TR 0.95 28.1 C 0.68 33.3 C 0.84 41.8 D 0.69 33.9 C SB TR 0.95 54.9 D 0.82 40.6 D 0.86 71.5 E 1.00 69.5 E Overall 0.82 30.2 C 0.73 24.4 C 0.88 41.5 D 0.77 50.3 D West 125 th Street and Momingside Avenue EB LTR 0.49 14.2 B 0.39 12.7 B 0.50 14.2 B 0.49 14.0 B 0.40 30.1 C West 125 th Street and Momingside Avenue DefL 0.72 43.5 D 0.50 30.7 C 0.54<			EB	LTR	0.74	23.1	С	0.67	18.4	В	0.80	41.7	D	0.62	61.3	E	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		West 125 th Street	WB	LTR	0.55	15.4	В	0.42	13.3	В	0.49	14.2	В	0.45	30.4	С	
SB IR 0.95 54.9 D 0.82 40.6 D 0.86 71.5 E 1.00 69.5 E OV=1 0.82 30.2 C 0.73 24.4 C 0.83 41.5 D 0.77 50.3 D Mest 125 th Street and Morningside Avenue EB LTR 0.49 14.2 B 0.49 14.0 B 0.49 0.41 20.50 30.1 C 26 MB DefL	25		NB	TR	0.55	28.1	С	0.68	33.3	С	0.84	41.8	D	0.69	33.9	С	
Mest 125 th Street DefL 0.72 43.5 D 0.50 30.7 C 0.54 31.2 C 126 Avenue Image: Avenue		Avenue	SB	TR	0.95	54.9	D	0.82	40.6	D	0.86	71.5	E	1.00	69.5	E	
West 125 th Street and Morningside Avenue WB LTR 0.49 14.2 B 0.39 12.7 B 0.50 14.2 B 0.40 30.1 C 26 Mest 125 th Street and Morningside Avenue DefL 0.72 43.5 D 0.50 30.7 C 0.54 31.2 C 1 TR 0.25 22.2 C 0.23 21.9 C 0.41 24.9 C			Ov	erall	0.82	30.2	С	0.73	24.4	С	0.83	41.5	D	0.77	50.3	D	
West 125 th Street and Morningside Avenue DefL 0.72 43.5 D 0.50 30.7 C 0.54 31.2 C 1 TR 0.25 22.2 C 0.23 21.9 C 0.54 31.2 C 1 TR 0.25 22.2 C 0.23 21.9 C 0.54 24.9 C			EB	LTR	0.54	14.8	В	0.49	14.0	В	0.49	14.0	В	0.50	86.5	F	
26 Avenue NB TR 0.25 22.2 C 0.23 21.9 C 0.41 24.9 C LTR 0.54 26.8 C 0.41 24.9 C			WB	LTR	0.49	14.2	В	0.39	12.7	В	0.50	14.2	В	0.40	30.1	С	
26 Avenue NB TR 0.25 22.2 C 0.23 21.9 C 0.41 24.9 C		West 125th Street		DefL	0.72	43.5	D	0.50	30.7	С				0.54	31.2	С	
Avenue LTR 0.54 26.8 C	26		NB				С	0.23	21.9	С				0.41			
		-									0.54	26.8	с				
			SB	LTR	0.47	25.4	С	0.39	23.9	С	0.42	24.4	C	0.41	24.2	С	
Overall 0.61 19.5 B 0.49 17.1 B 0.51 18.1 B 0.52 48.6 D																	

					day AM Peak 2:45-8:45 AM			day MD Peał 1:00-2:00 PN			day PM Peal 4:00-5:00 PN		Saturo	day Midday Pe (1:00-2:00 Pf	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
		EB	L	0.40	29.7	С	0.52	34.3	С	0.54	36.3	D	0.31	67.4	Е
		LD	TR	0.80	34.9	С	0.74	32.2	С	0.81	35.0	С	0.80	74.7	E
		WB	L	0.69	60.3	Е	0.55	46.2	D	0.76	68.0	Е	0.90	371.0	F
	West 125 th Street	WD	TR	0.59	28.4	С	0.59	28.1	С	0.64	29.1	С	0.59	89.1	F
27	and Amsterdam	NB	L	0.28	21.7	С	0.18	16.4	В	0.32	27.1	С	0.34	15.5	В
	Avenue	ND	TR	0.56	23.7	С	0.60	24.9	С	0.70	70.0	Ш	0.54	23.4	С
		SB	L	0.68	31.6	С	0.62	27.4	С	0.57	31.3	С	0.51	22.3	С
		55	TR	0.84	38.9	D	0.64	27.7	С	0.56	25.1	С	0.41	22.0	С
		Ov	erall	*	31.8	С	*	28.7	С	*	42.2	D	0.79	64.5	Е
		EB	L	0.28	24.8	С	0.38	27.2	С	0.50	32.6	С	0.46	30.9	С
		ED	TR	0.49	25.1	С	0.67	29.5	С	0.64	28.2	С	0.63	28.2	С
			L	0.36	26.6	С	0.28	25.3	С	0.35	27.3	С	0.34	27.3	С
	a.	WB	TR	0.55	26.2	С	0.48	25.0	С	0.60	27.4	С	0.57	26.7	С
28	West 125 th Street and Broadway	ND	L	0.70	44.6	D	0.72	41.9	D	0.82	107.4	F	0.95	73.1	E
	and broadingy	NB	LTR	0.42	32.8	С	0.60	32.8	С	0.67	80.4	F	0.41	29.8	С
		SB	L	0.46	32.6	С	0.54	34.7	С	0.53	33.9	С	0.56	35.3	D
			LTR	0.68	36.0	D	0.49	31.6	С	0.55	32.7	С	0.72	37.3	D
		Overall		0.64	31.4	С	0.65	31.4	С	0.66	50.4	D	0.75	25.6	С
	West 125 th Street and 12 th Avenue	EB	LTR	0.18	12.6	В	0.50	14.4	В	0.38	14.9	В	0.27	13.5	В
			L	0.16	13.1	В	0.26	14.9	В	0.24	14.4	В	0.07	12.0	В
		WB	TR	0.62	18.2	В	0.62	18.2	В	0.89	28.6	С	0.75	21.6	С
29		NB	LTR	0.16	18.2	В	0.14	18.0	В	0.21	18.7	В	0.12	17.8	В
		SB	LTR	0.22	19.6	В	0.20	19.3	В	0.12	18.1	В	0.29	20.4	С
		Ov	erall	0.44	17.2	в	0.43	17.0	в	0.59	23.9	С	0.55	19.5	в
			L	0.58	26.4	С	0.41	23.7	С	0.67	28.4	С	0.57	26.3	С
		EB	RT	0.48	28.3	С	0.31	23.6	С	0.24	33.9	С	0.48	27.0	С
	East 124 th Street		L	0.37	24.0	С	0.11	20.4	С	0.14	20.7	С	0.07	20.0	В
30	and 2 nd Avenue	WB	RT	0.30	11.7	В	0.09	9.9	А	0.10	10.1	В	0.01	9.4	A
		SB	т	0.66	15.6	В	0.39	12.2	В	0.47	13.0	В	0.34	11.8	В
			erall	0.63	18.1	В	0.39	15.6	в	0.54	18.1	в	0.43	17.9	В
		EB	LT	0.30	22.2	С	0.31	22.3	С	0.37	24.1	С	0.37	23.0	С
31	East 124 th Street	NB	TR	0.43	12.6	В	0.39	12.2	В	0.49	13.3	В	0.41	12.4	В
	and 3 rd Avenue	Ov	erall	0.38	14.5	В	0.36	14.4	в	0.44	15.6	в	0.40	15.0	В
		EB	TR	0.91	52.7	D	0.85	44.7	D	0.92	52.8	D	0.68	32.6	с
20	East 124 th Street	SB	LT	0.88	25.7	C	0.54	14.7	В	0.71	18.0	В	0.84	23.1	c
32	and Lexington Avenue														
		Ov	erall	0.89	32.3	С	0.66	25.0	С	0.79	28.7	С	0.78	25.2	С
		EB	LTR	0.42	21.6	С	0.34	20.1	С	0.32	20.0	В	0.22	18.8	В
33	East 124 th Street	NB	TR	0.34	14.3	В	0.26	13.4	В	0.37	14.5	В	0.21	12.9	В
55	and Park Avenue	SB	TR	0.73	22.7	С	0.42	15.3	В	0.80	25.0	С	0.49	16.3	В
	35		erall	0.59	20.1	С	0.39	16.3	В	0.59	20.7	С	0.37	16.0	В
	East 124 th Street	EB	LT	0.28	22.0	С	0.22	21.4	С	0.18	21.0	С	0.18	20.9	С
34	and Madison	NB	TR	0.60	15.5	В	0.68	17.4	В	0.82	22.0	С	0.54	14.5	В
	Avenue	Ov	erall	0.48	17.2	В	0.50	18.2	в	0.58	21.8	С	0.40	15.7	В

					lay AM Peak 2:45-8:45 AM			day MD Peal 1:00-2:00 PM			day PM Pea 4:00-5:00 PN		Saturday Midday Peak Hour (1:00-2:00 PM)			
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	
			L	0.56	38.1	D	0.61	36.6	D	0.72	42.0	D	0.45	30.7	С	
		EB	LR	0.51	23.5	С	0.61	23.5	С	0.74	23.5	С				
	th -		R	0.46	34.0	С	0.61	41.6	D	0.76	56.0	E	0.51	34.1	С	
35	West 124 th Street and Lenox Avenue	WB	LR	0.21	26.6	С	0.22	26.7	С	0.32	28.0	С	0.34	28.5	С	
		NB	Т	0.30	8.7	Α	0.29	8.7	А	0.39	9.5	А	0.31	8.8	А	
		SB	Т	0.60	12.3	В	0.32	8.9	А	0.38	9.5	А	0.51	10.8	В	
		Ov	erall	0.59	14.5	В	0.41	15.9	В	0.51	18.1	В	0.51	14.7	В	
		EB	LTR	0.34	20.6	С	0.46	25.3	С	0.63	27.0	С	0.60	28.5	С	
	West 124 th Street	NB	TR	0.33	13.9	В	0.35	12.0	В	0.42	14.4	В	0.36	12.1	В	
36	and Adam C.		DefL							0.56	24.8	С				
50	Powell Jr.	SB	Т							0.42	14.5	В				
	Boulevard		LT	0.61	17.6	В	0.37	12.2	В				0.37	12.2	В	
		Overall		0.49	16.8	В	0.40	14.4	В	0.59	17.6	В	0.46	15.4	В	
	West 124 th Street	EB	LTR	0.68	30.6	С	0.41	22.3	С	0.76	32.5	С	0.56	25.3	С	
37	West 124 "Street and Frederick Douglass Boulevard	NB	TR	0.16	12.4	В	0.25	13.3	В	0.36	14.4	В	0.30	13.7	В	
37		SB	LT	0.35	14.2	В	0.32	14.1	В	0.46	15.8	В	0.39	14.9	В	
		Ov	erall	0.49	18.7	В	0.36	15.7	В	0.59	20.0	В	0.47	17.2	В	
	West 124 th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.61	23.3	С	0.53	21.5	С	0.63	22.9	С	0.63	24.0	С	
		NB	LTR	0.30	17.1	В	0.32	17.4	В	0.44	18.9	В	0.36	18.0	В	
38		SB	LT	0.75	27.4	С	0.52	20.7	С	0.69	25.3	С	0.70	27.1	С	
		Overall		0.68	24.2	С	0.52	20.2	с	0.66	22.7	С	0.67	23.8	С	
		EB	LTR	0.50	22.7	С	0.49	22.5	С	0.58	23.9	С	0.58	24.0	С	
		WB	LTR	0.62	25.3	С	0.47	22.2	С	0.52	22.9	С	0.56	23.8	С	
39	East 116 th Street and Park Avenue	NB	LTR	0.30	14.3	В	0.42	16.0	В	0.67	21.5	С	0.45	16.5	В	
		SB	LTR	0.97	47.2	D	0.60	19.7	В	0.84	30.5	С	0.73	23.7	С	
		Ov	erall	0.82	31.5	С	0.55	20.6	С	0.73	24.9	С	0.66	22.7	С	
		EB	LTR	0.77	34.4	С	0.61	28.9	С	0.63	28.9	С	0.58	27.6	С	
	West 116 th Street	WB	LTR	0.91	46.8	D	0.63	28.9	С	0.59	27.5	С	0.58	27.2	С	
40	and Adam C. Powell Jr.	NB	LTR	0.37	12.3	В	0.22	10.9	В	0.36	12.1	В	0.23	10.9	В	
	Boulevard	SB	LTR	0.59	15.1	В	0.28	11.4	В	0.34	11.9	В	0.31	11.6	В	
		Ov	erall	0.72	24.5	С	0.42	19.7	В	0.46	18.5	В	0.41	18.5	В	
		EB	LTR	0.35	23.1	С	0.22	21.5	С	0.28	22.2	С	0.20	21.3	С	
	West 116 th Street	WB	LTR	0.89	45.3	D	0.56	27.3	С	0.60	28.1	С	0.61	28.8	С	
41	and Frederick Douglass	NB	LTR	0.67	20.0	В	0.64	19.4	В	0.71	20.5	С	0.56	16.3	В	
	Boulevard	SB	LTR	0.65	19.0	В	0.63	19.3	В	0.42	14.2	В	0.40	13.6	В	
		Ov	erall	0.76	28.2	С	0.61	21.7	С	0.67	21.8	С	0.58	20.2	С	

	Intersection App			Weekday AM Peak Hour (7:45-8:45 AM)				lay MD Peał :00-2:00 PN			day PM Pea 4:00-5:00 PN		Saturday Midday Peak Hour (1:00-2:00 PM)		
No.		Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
UNSIGNALIZED INTERSECTIONS															
42	West 125 th Street	125 th Street	LR	0.32	11.4	В	0.31	12.0	В	0.80	34.2	D	0.67	24.9	С
42	and St. Clair Place	WB	LR	0.41	15.2	С	0.39	13.9	В	0.48	17.0	С	0.52	16.7	С
43	124 th Street and 5 th	SB	L	0.39	12.2	В	0.32	11.5	В	0.24	10.8	В	0.25	10.9	В
43	Avenue	28	R	0.89	33.1	D	0.56	14.5	В	0.84	26.9	D	0.46	12.6	В
44	East 124 th Street and Mt. Morris Park West	WB	L	0.44	8.9	A	0.27	8.0	A	0.35	8.4	A	0.20	7.8	A

NB=northbound, SB=southbound, EB=eastbound, WB=westbound

L=exclusive left-turn, T= exclusive through, R=exclusive right-turn, LTR=shared left-through-right, TR=shared through/right-turn lane, LT=shared left-turn/through lane

LR=shared left-turn/right-turn, DefL=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

* HCS does not provide v/c calculation for this intersection

135th Street Corridor

The study intersections along the 135th Street corridor include the three signalized intersections at the cross-streets of Lenox Avenue, Adam Clayton Powell Jr. Boulevard (Seventh Avenue), and Frederick Douglass Boulevard (Eighth Avenue). 135th Street is a two-way corridor through the study area. Between Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard, 135th Street has one continuous through lane in each direction with curbside parallel parking allowed on the south side of the roadway, and curbside 90-degree parking allowed on the north side of the roadway. Between Adam Clayton Powell Jr. Boulevard and Lenox Avenue, 135th Street has two lanes in each direction with curbside parallel parking allowed on both sides of the roadway. A summary of traffic operations at each of the study intersections along the 135th Street corridor is provided below:

- <u>West 135th Street/Lenox Avenue</u> The northbound and southbound approaches currently operate at LOS "B" during each of the four peak hours analyzed. The westbound approach currently operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "E" during the weekday AM and PM peak hours. The eastbound approach currently operates at LOS "D" during the weekday AM peak hour and at LOS "C" during all three other peak hours analyzed. This intersection operates at LOS "C" or better overall during each of the four peak hours analyzed.
- <u>West 135th Street/Adam Clayton Powell Jr. Boulevard</u> The eastbound approach currently operates at LOS "D" during the weekday PM peak hour and at LOS "C" during all three other peak hours analyzed. The westbound through/right-turn approach currently operates at LOS "D" during all four peak hours analyzed, and the westbound left-turn approach operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours. The northbound and southbound approaches currently operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>West 135th Street/Frederick Douglass Boulevard</u> The eastbound, northbound and southbound approaches currently operate at LOS "C" or better during all four peak hours analyzed. The westbound approach currently operates at LOS "F" during the weekday AM peak hour, and at LOS "E" during the other three peak hours analyzed. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

126th Street Corridor

The study intersections along the 126th Street corridor include all 11 signalized intersections between Second Avenue and Morningside Avenue. 126th Street is a one-way westbound corridor that operates with one continuous through lane, due to the curbside parallel parking that is allowed on both sides of the roadway. A summary of traffic operations at each of the study intersections along the 126th Street corridor is provided below:

- <u>East 126th Street/Second Avenue</u> The westbound approach on 126th Street and the southbound approach on Second Avenue operate at LOS "C" or better during all four peak hours analyzed. However, the northbound approach at this intersection (i.e. from the Triborough Bridge off-ramp) operates in the LOS "C/D/E" range during all four peak hours analyzed. This intersection currently operates at LOS "D" overall during the weekday AM and midday peak hours and at LOS "C" overall during the weekday PM and Saturday midday peak hours.
- <u>East 126th Street/Third Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four of the peak hours analyzed. The intersection as a whole also operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>East 126th Street/Lexington Avenue</u> The southbound approach on Lexington Avenue operates at LOS "B" during all four peak hours analyzed. However, the westbound approach on 126th Street operates at LOS "D" during the weekday and Saturday midday peak hours, and at LOS "F" and LOS "E" during the weekday AM and PM peak hours, respectively. This intersection currently operates at LOS "C" overall during the weekday <u>midday</u>, weekday <u>PM</u>, and Saturday midday peak hours, and at LOS "D" overall during the weekday AM peak hour.
- <u>East 126th Street/Park Avenue</u> The northbound and southbound approaches on Park Avenue operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the weekday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours. This intersection currently operates at LOS "B" overall during the weekday and Saturday midday peak hours and at LOS "C" overall during the weekday AM and PM peak hours.
- <u>East 126th Street/Madison Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection as a whole also operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>126th Street/Fifth Avenue</u> The southbound approach on Fifth Avenue operates at LOS "B" during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the Saturday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "E" during the weekday AM and PM peak hours. This intersection currently operates at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.
- <u>West 126th Street/Lenox Avenue</u> The southbound approach and northbound through approach on Lenox Avenue operate at LOS "C" or better during all four peak hours analyzed. The northbound left-turn approach operates at LOS "C" during the weekday midday and PM peak hours and at LOS "D" during the weekday AM and Saturday midday peak hours. The westbound approach on 126th Street operates at LOS "C" during the weekday AM

and PM peak hours. This intersection currently operates at LOS " \underline{D} " overall during all <u>the weekday AM peak hour, and at LOS "C" overall during the other three</u> weekday peak hours analyzed.

- <u>West 126th Street/Adam Clayton Powell Jr. Boulevard</u> All approaches to this intersection operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "B" overall during each of the four weekday peak hours analyzed.
- <u>West 126th Street/Frederick Douglass Boulevard</u> The northbound and southbound approaches on Frederick Douglass Boulevard operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the weekday midday peak hour, at LOS "D" during the weekday AM and Saturday midday peak hours, and at LOS "E" during the weekday PM peak hour. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>West 126th Street/St. Nicholas Avenue</u> The southbound approach to this intersection operates at LOS "C" during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "C" during the weekday and Saturday midday peak hours and at LOS "D" during the weekday AM and PM peak hours. The northbound approach on St. Nicholas Avenue operates at LOS "C" during the weekday AM and midday peak hours, at LOS "D" during the Saturday midday peak hour, and at LOS "E" during the weekday PM peak hour. This intersection currently operates at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "E" overall during the weekday and Saturday midday peak hours.
- <u>West 126th Street/Morningside Avenue</u> The northbound and southbound approaches on Morningside Avenue operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street operates at LOS "D" during the weekday midday peak hour, at LOS "E" during the weekday AM and Saturday midday peak hours, and at LOS "F" during the weekday PM peak hour. This intersection currently operates at LOS "C" overall during the weekday midday peak hour, at LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" overall during the weekday PM peak hour.

125th Street Corridor

The 16 study intersections along the 125th Street corridor include all 15 signalized intersections and one (1) unsignalized intersection (i.e. West 125th Street/St. Clair Place) between First Avenue and 12th Avenue. As described previously in this chapter, 125th Street is a two-way roadway that serves as the primary east-west corridor within the project study area. Because 125th Street provides connections to northbound and southbound Henry Hudson Parkway (Route 9A) to the west, as well as the Triborough Bridge, the Willis Avenue Bridge, and FDR Drive to the east, it operates as a major cross-town "through" street. 125th Street also forms part of the commercial and cultural heart of Harlem, and is abutted by landmark buildings such as the

Apollo Theater and the Adam Clayton Powell Jr. State office building. As such, it experiences high levels of pedestrian activity (particularly on weekends), and accommodates significant numbers of delivery trucks and NYC Transit buses. A summary of traffic operations at each of the study intersections along the 125th Street corridor is provided below:

- <u>East 125th Street/First Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection also currently operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>East 125th Street/Second Avenue</u> The southbound approach on Second Avenue operates at LOS <u>"D" during the weekday PM peak hour and at LOS</u> "C" during all <u>three other</u> peak hours analyzed. The westbound approach on 125th Street operates in the LOS "C/D/E" ranges during all four peak hours analyzed. The eastbound approach operates at LOS "D" during the <u>weekday AM and</u> Saturday midday peak hours, at LOS "<u>C</u>" during the weekday midday peak hour, and at LOS "<u>E</u>" during the weekday PM peak hour. The southbound approach from the Triborough Bridge off-ramp operates at LOS "D" during the weekday midday peak hours, at LOS "E" during the weekday PM peak hour.
- <u>East 125th Street/Third Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours, with the exception of the eastbound approach which operates at LOS "E" during the weekday PM peak hour. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>East 125th Street/Lexington Avenue</u> The southbound approach on Lexington Avenue operates at LOS "B" during all four peak hours analyzed. The westbound approach on 125th Street operates at LOS "C" during the weekday PM peak hour, at LOS "D" during the weekday and Saturday midday peak hours, and at LOS "F" during the weekday AM peak hour. The eastbound approach on 125th Street operates at LOS "C" during the weekday midday peak hours, and at LOS "C" during the weekday AM, weekday midday, and Saturday midday peak hours, and at LOS "D" during the weekday PM peak hour. This intersection currently operates at LOS "D" overall during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed.
- <u>East 125th Street/Park Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection also currently operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>East 125th Street/Madison Avenue</u> All approaches to this intersection operate at LOS "C" or better during all four of the peak hours analyzed, with the exception of the eastbound approach on 125th Street which operates at LOS "D" during the weekday PM peak hour. The intersection currently operates at LOS "C" overall during all four peak hours analyzed.

- <u>125th Street/Fifth Avenue</u> The southbound approach on Fifth Avenue operates at LOS "D" during the weekday AM peak hour, and at LOS "C" the other three peak hours analyzed. The westbound approach on 125th Street operates at LOS "C" or better during all three weekday peak hours, and at LOS "E" during the Saturday midday peak hour. The eastbound approach on 125th Street operates at LOS "C" during the weekday AM and midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "F" during the Saturday midday peak hour. This intersection currently operates at LOS "C" overall during the weekday midday and weekday PM peak hours, at LOS "D" overall during the weekday AM peak hour, and at LOS "F" overall during the saturday midday peak hour, and at LOS "F" overall during the Saturday midday peak hour.
- <u>West 125th Street/Lenox Avenue</u> All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours, with the exceptions of the southbound approach on Lenox Avenue which operates at LOS "D" during the weekday AM peak hour, and the northbound approach which operates at LOS "D" during the weekday PM peak hour. During the Saturday midday peak hour, the northbound and southbound approaches on Lenox Avenue currently operate at LOS "C", and the eastbound and westbound approaches on 125th Street operate at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "C" overall. During the Saturday midday peak hour, the intersection currently operates at LOS "F" overall.
- <u>West 125th Street/Adam Clayton Powell Jr. Boulevard</u> All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours. During the Saturday midday peak hour, the northbound and southbound approaches on Adam Clayton Powell Jr. Boulevard currently operate at LOS "B" and the eastbound and westbound approaches on 125th Street currently operate at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "C" or better overall. During the Saturday midday peak hour, the intersection currently operates at LOS "F" overall.
- <u>West 125th Street/Frederick Douglass Boulevard</u> All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours. During the Saturday midday peak hour, the northbound and southbound approaches on Frederick Douglass Boulevard currently operate at LOS "B", and the eastbound and westbound approaches on 125th Street currently operate at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "C" overall. During the Saturday midday peak hour, the intersection currently operates at LOS "F" overall.
- <u>West 125th Street/St. Nicholas Avenue</u> During the weekday AM and weekday midday peak hours, all approaches to this intersection currently operate at LOS "C" or better, with the exception of the southbound approach on St. Nicholas Avenue which currently operates at LOS "D" during both peak hours. During the weekday PM peak hour, the northbound and southbound approaches on St. Nicholas Avenue currently operate at LOS "D" and LOS "E" respectively, and the eastbound and westbound approaches currently operate at LOS "D" and "B", respectively. During the Saturday midday peak hour, the

northbound and westbound approaches currently operate at LOS "C", and the eastbound and southbound approaches currently operate at LOS "E". This intersection currently operates at LOS "C" overall during the weekday AM and weekday midday peak hours, and at LOS "D" overall during the weekday PM and Saturday midday peak hours.

- <u>West 125th Street/Morningside Avenue</u> All approaches to the intersection currently operate at LOS "C" or better during the three weekday peak hours, with the exception of the northbound left-turn approach from Morningside Avenue which currently operates at LOS "D" during the weekday AM peak hour. During the Saturday midday peak hour, all approaches to the intersection currently operate at LOS "C" overall, except the eastbound approach on 125th Street which currently operates at LOS "F". During the three weekday peak hours analyzed, this intersection currently operates at LOS "B" overall. During the Saturday midday peak hour, this intersection currently operates at LOS "D" overall.
- West 125th Street/Amsterdam Avenue All approaches to this intersection currently operate at LOS "C" or better during the weekday AM and weekday midday peak hours, except for westbound left-turns from 125th Street onto Amsterdam Avenue which operate at LOS "E" during the weekday AM peak hour and LOS "D" during the weekday midday peak hour, and the southbound through/right-turn approach which operates at LOS "D" during the weekday AM peak hour. During the weekday PM peak hour, westbound leftturns and the northbound through/right-turn approach currently operates at LOS "E", and eastbound left-turns currently operate at LOS "D". All other approaches operate at LOS "C" during the weekday PM peak hour. During the Saturday midday peak hour, the eastbound and westbound approaches currently operate at LOS "E" and LOS "F", respectively, and the northbound and southbound approaches currently operate at LOS During the weekday AM and weekday midday peak hours, this "C" or better. intersection currently operates at LOS "C" overall. During the weekday PM and Saturday midday peak hours, the intersection currently operates at LOS "D" and LOS "E" overall, respectively.
- <u>West 125th Street/Broadway Avenue</u> During the weekday AM and weekday midday peak hours, all approaches operate at LOS "C", except for northbound left-turns which operate at LOS "D" during both peak hours, and the shared left/through/right southbound lane which operates at LOS "D" during the weekday AM peak hour. During the weekday PM peak hour, all approaches currently operate at LOS "C" except for the northbound approach, which operates at LOS "F". During the Saturday midday peak hour, all approaches currently operate at LOS "C" except for the northbound left-turn approach which operates at LOS "E", and the southbound approach which operates at LOS "E", and the southbound approach which operates at LOS "D". During the weekday AM, weekday midday, and Saturday midday peak hours, this intersection currently operates at LOS "C" overall. During the weekday PM peak hour, the intersection currently operates at LOS "D" overall.
- <u>West 125th Street/St. Clair Place</u> The <u>stop-controlled</u> approaches to this unsignalized intersection currently operate at LOS "C" or better during all four peak hours analyzed, except for the eastbound approach which operates at LOS "D" during the weekday PM peak hour.

• <u>West 125th Street/12th Avenue</u> – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection also operates at LOS "C" or better overall during all four peak hours analyzed.

124th Street Corridor

The 11 study intersections along the 124th Street corridor between Second Avenue and St. Nicholas Avenue-Manhattan Avenue include nine (9) signalized intersections and two (2) unsignalized intersections (i.e. 124th Street/Fifth Avenue and 124th Street/Mt. Morris Park West). 124th Street is generally a one-way eastbound corridor through the study area, with the exception of the segment between Fifth Avenue and Lenox Avenue which is one-way westbound. 124th Street operates with one continuous through lane, due to the curbside parallel parking that is allowed on both sides of the roadway. A summary of traffic operations at each of the study intersections along the 124th Street corridor is provided below:

- <u>East 124th Street/Second Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "B" overall during all four peak hours analyzed.
- <u>East 124th Street/Third Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. This intersection currently operates at LOS "B" overall during all four peak hours analyzed.
- <u>East 124th Street/Lexington Avenue</u> The southbound approach on Lexington Avenue currently operates at LOS "C" or better during all four peak hours analyzed. The eastbound approach on 124th Street currently operates at LOS "C" during the Saturday midday peak hour, but at LOS "D" during all three weekday peak hours. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.
- <u>East 124th Street/Park Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection currently operates at LOS "C" or better overall during each of the four peak hours analyzed.
- <u>East 124th Street/Madison Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed. The intersection currently operates at LOS "C" or better overall during each of the four peak hours analyzed.
- <u>124th Street/Fifth Avenue</u> At this unsignalized "T"-intersection, Fifth Avenue terminates on the north side of 124th Street as a stop-controlled, two-lane southbound approach, including separate exclusive left-turn and right-turn lanes. West of the intersection, 124th Street is one-way westbound; east of the intersection, 124th Street continues one-way eastbound. As such, motorists traveling southbound on Fifth Avenue are required to turn left or right at this intersection and must yield only to pedestrians crossing the intersection, rather than conflicting vehicular traffic. The southbound left-turn lane currently operates at LOS "B" during all four peak hours analyzed.

southbound right-turn lane currently operates at LOS "B" during the weekday midday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours.

- <u>West 124th Street/Mt. Morris Park West</u> At this unsignalized "T"-intersection, the westbound approach of 124th Street is stop-controlled at its intersection with Mt. Morris Park West. Westbound vehicular traffic may either turn left onto Mt. Morris Park West southbound, or continue straight on westbound 124th Street to Lenox Avenue. As such, motorists on the stop-controlled westbound approach must yield only to pedestrians crossing the intersection, rather than conflicting vehicular traffic. The westbound approach currently operates at LOS "A" during all four peak hours analyzed.
- <u>West 124th Street/Lenox Avenue</u> The northbound and southbound approaches on Lenox Avenue currently operate at LOS "B" or better during all four peak hours analyzed, and the westbound approach on 124th Street operates at LOS "C" during all four peak hours analyzed. The eastbound approach on 124th Street operates in the LOS "C/D" range during the weekday AM, weekday midday, and Saturday midday peak hours, and in the LOS "C/D/E" range during the weekday PM peak hour. This intersection currently operates at LOS "B" overall during all four peak hours analyzed.
- <u>West 124th Street/Adam Clayton Powell Jr. Boulevard</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours. The intersection currently operates at LOS "B" overall during all four peak hours analyzed.
- <u>West 124th Street/Frederick Douglass Boulevard</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours. The intersection currently operates at LOS "B" overall during all four peak hours analyzed.
- <u>West 124th Street/St. Nicholas Avenue-Manhattan Avenue</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours. The intersection currently operates at LOS "C" overall during all four peak hours analyzed.

116th Street Corridor

The study intersections along the 116th Street corridor include the three signalized intersections at the cross-streets of Park Avenue, Adam Clayton Powell Jr. Boulevard (Seventh Avenue), and Frederick Douglass Boulevard (Eighth Avenue). 116th Street is a two-way corridor through the study area, with two continuous through lanes and curbside parallel parking on each side of the roadway. A summary of traffic operations at each of the three study intersections along the 116th Street corridor is provided below:

• <u>East 116th Street/Park Avenue</u> – All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed, except for the southbound approach on Park Avenue which operates at LOS "D" during the weekday AM peak hour. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

- West 116th Street/Adam Clayton Powell Jr. Boulevard All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed, except for the westbound approach on 116th Street which operates at LOS "D" during the weekday AM peak hour. This intersection currently operates at LOS "C" or better overall during all four peak hours analyzed.
- <u>West 116th Street/Frederick Douglass Boulevard</u> All approaches to this intersection currently operate at LOS "C" or better during all four peak hours analyzed, with the exception of the westbound approach on 116th Street which operates at LOS "D" during the weekday AM peak hour. This intersection currently operates at LOS "C" overall during all four peak hours analyzed.

3.15.2 FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION)

In the future without the proposed action, the existing zoning controls would remain in place and as-of-right development would be expected to occur on some of the 26 projected development sites. As discussed in the RWCDS, (see Chapter 2.0, "Project Description"), it is expected that the 26 projected development sites would contain 304 dwelling units (DUs); 635,337 sf of retail; 512,305 sf of office space; 8,512 sf of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,154 sf of commercial space); 26,824 sf of storage/manufacturing uses; 112,404 sf of parking/auto related uses; and 203,079 sf of community facility space (including 20,586 sf of institutional conversion space).

During the 2007 to 2017 period, it is also expected that transportation demands in the study area would change due to specific development projects in the area, as well as general background growth over time. In order to forecast these future demands without the proposed rezoning action, an annual growth rate of 0.5 percent was applied to the existing traffic volumes (in accordance with recommendations described in the *CEQR Technical Manual*) and traffic volumes associated with the specific development projects ("soft sites") described below were added to the adjusted traffic volumes to arrive at future year 2017 No-Action traffic volumes (see Table 3.15-4C). In addition, where appropriate, mitigation measures associated with these soft sites were also incorporated into the transportation analyses. The development projects specifically accounted for in the analyses described in this report include the following:

Special Manhattanville Mixed-Use Zoning District

The proposed "Special Manhattanville Mixed-Use Zoning District" provides Columbia University with a framework to shape the future development of its academic buildings, student housing and other support facilities. The proposed district is generally bounded by 125th and 135th Streets and Broadway and Twelfth Avenue. The Manhattanville EIS analyzed future traffic condition under two horizon years: 2015 and 2030. However, because the horizon year for the 125th Street EIS is 2017, projected traffic volumes and roadway improvements under only the 2015 horizon year were accounted for in this analysis.

The project area for the Manhattanville project is divided into four subdistricts: Subdistrict A (Academic Mixed-Use), Subdistrict B, Subdistrict C, and Other Areas. The reasonable worst case development scenario studied in the Manhattanville EIS. The Manhattanville EIS assumes development of five buildings within Subdistrict A: one for academic research, three for academic instruction, and one for housing graduate students and faculty. A new open space would be located on West 129th Street, as well as a new landscaped area through the mid-block between West 130th and West 131st Streets to connect this portion of the new university area to the administrative functions that would be relocated to the Studebaker Building. Subdistrict A would also include approximately 300,000 square-feet of below-grade support uses such as energy plants, utility access/service, loading areas and storage. Subdistrict B would include approximately 180,000 square-feet one- to two-story retail and commercial developments. There are no projected development sites in Subdistrict C. The Other Areas would be redeveloped with roughly 88,000 square-feet of residential uses (99 units) and a new 60,000 square-feet community facility. The reasonable worst case development scenario analyzed as part of the EIS

prepared for the rezoning anticipates approximately 1.7 million square-feet of new development would be completed by 2015.

East 125th Street Rezoning

The site for the East 125th Street Rezoning includes three parcels situated on approximately six acres in East Harlem, that are generally bounded by East 125th and East 127th Streets, and Second and Third Avenues. It is expected that this particular area would be rezoned to a C4-6 (or similar) district to enable the proposed development. The development would include approximately 1.7 million square feet of new mixed-use development to include 700 to 1,000 low-, moderate- and middle-income residential units, 470,000 square-feet of entertainment/retail space, 300,000 square-feet of office space, 30,000 square-feet of cultural space, open space, parking, and an optional 100,000 square-feet of hotel space. To accommodate the development program, an existing MTA bus storage facility would be relocated and constructed below grade. The projected Build year for this development project is 2012.

East River Plaza

This development would provide approximately 485,000 square-feet of new commercial development and 1,248 parking spaces on the site of the former Washburn Wire plant on East 116th Street and FDR Drive. According to the development's website¹, the anchor tenants would be Home Depot and Target. East River Plaza is expected to open in summer 2008.

Harlem Hospital Center

Harlem Hospital Center is constructing a new 150,000 square-foot patient pavilion that is scheduled for completion in 2009². The five-story patient pavilion would be built on Lenox Avenue where the Emergency Medical Service facility now stands, and would link the Martin Luther King Pavilion with the Ronald H. Brown Ambulatory Care Pavilion, thus creating a more efficient complex. The new pavilion would include an emergency department, operating rooms, diagnostic and treatment services, a critical care suite, and a modern radiology center. A 400-car parking garage would also be constructed.

Fifth on the Park

The 194-unit residential development is being located on Fifth Avenue between East 119th and East 120th Streets. The building is currently under construction, with an anticipated completion date in 2008. The 26 residential stories would sit atop a 4-level, 1,800-seat church (the Bethel Gospel Assembly, the previous owner)³. The building includes approximately 50,600 square-feet of affordable rental apartments, 247,000 square-feet of market-rate condominiums, and a 117-space underground parking garage.

The New York City Department of Housing Preservation and Development (HPD) Sites

¹ www.eastriverplaza.com

² http://www.dasny.org/dasny/news/2005/050428Harlerals.php

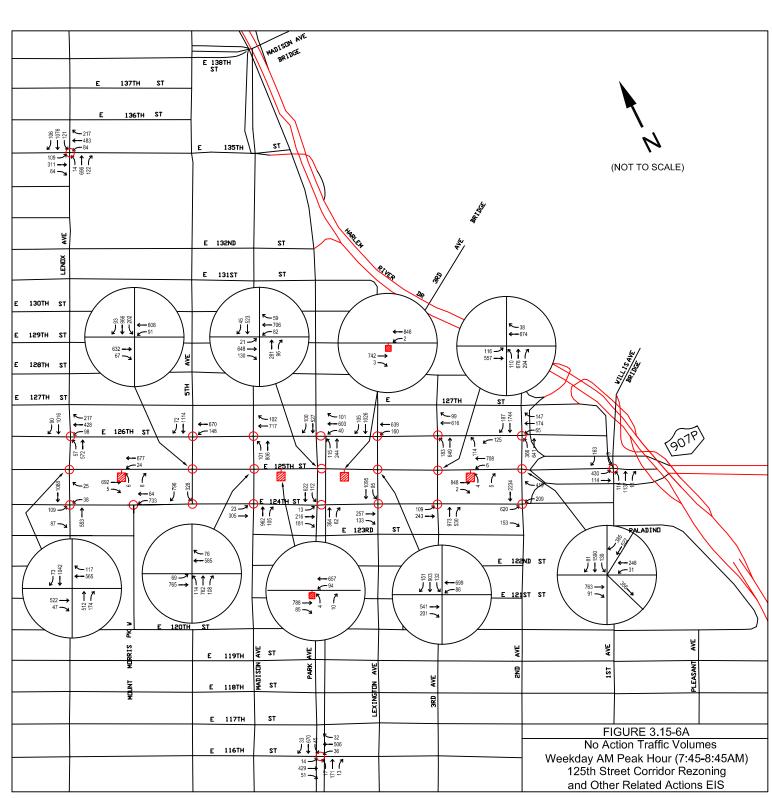
³ http://www.cityrealty.com/new_developments/news.cr?noteid=16841

- <u>All Saints Housing</u> A 100-unit residential development located at 1940-1952 Park Avenue.
- <u>The Nave</u> A 118-unit residential development located at 2083-2091 Madison Avenue.
- <u>West 127th Street</u> A 205-unit residential development located at 340-352 St. Nicholas Avenue.
- <u>The Kalahari Apartments</u> A 249-unit residential development located on the south side of 116th Street, between Fifth Avenue and Lenox Avenue.
- <u>Avant Caribe</u> A 350-unit residential development.

Bus Rapid Transit

It is anticipated that MTA New York City Transit would implement Bus Rapid Transit (BRT) service along the M15 limited route during the 2007 through 2017 period. Implementation of BRT service would involve the installation of dedicated bus lanes along both curbs of 125th Street from Twelfth Avenue to First Avenue (westbound) and Second Avenue (eastbound), as well as along the east curb of First Avenue and the west curb of Second Avenue within the parking study area. When these lanes are in operation – from 7 AM to 10 AM and 4 PM to 7 PM, Monday through Friday – the curb lanes would be unavailable for parking. However, as the curb lanes would remain available for parking during other periods.

Figures 3.15-6 through 3.15-9 show the projected year 2017 No-Action traffic volumes at each study intersection during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively.



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

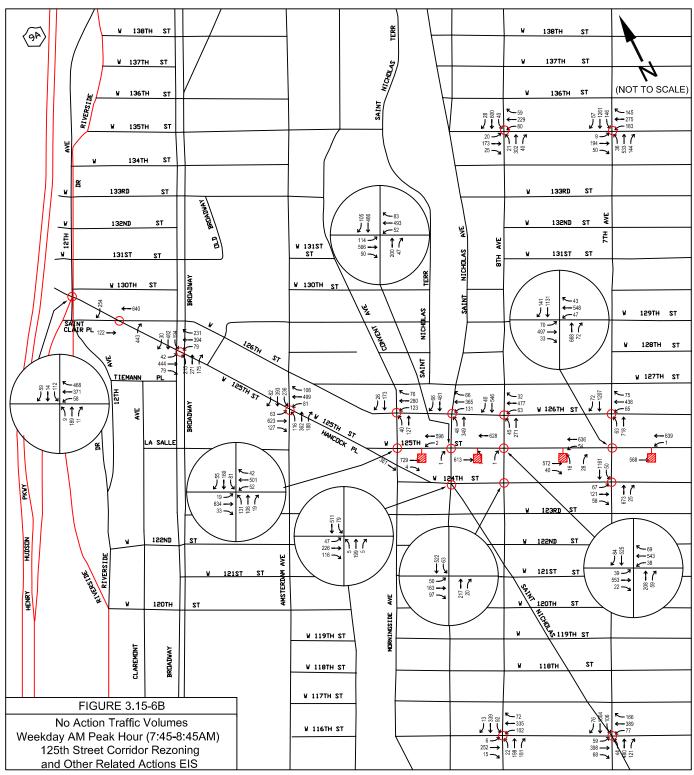
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

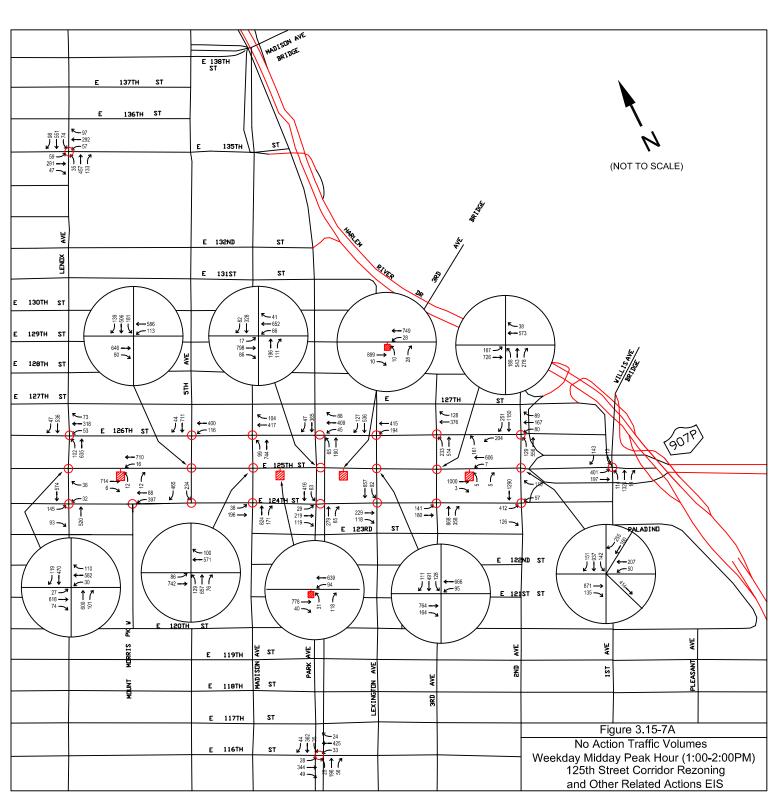
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

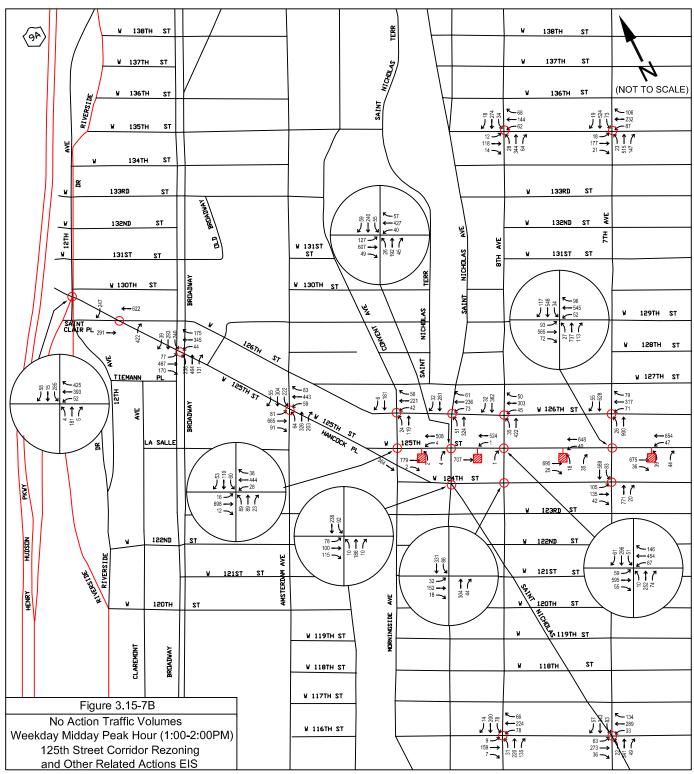


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

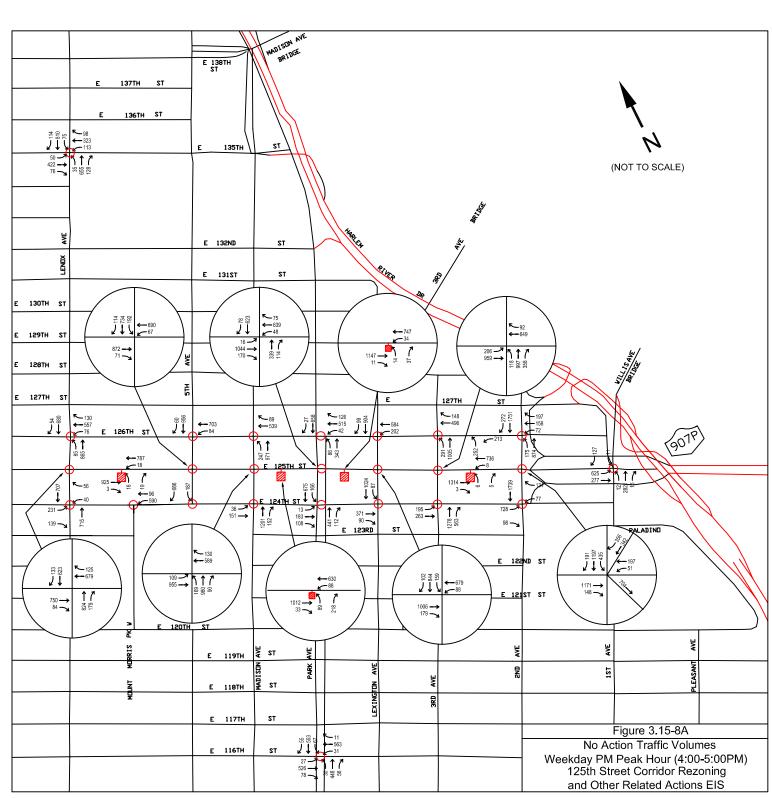


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

Sub-Area Centroid



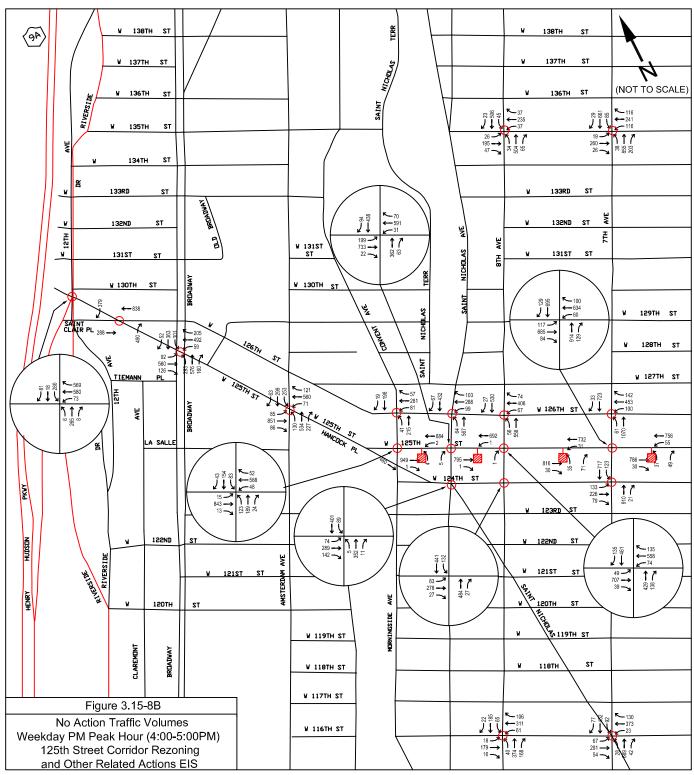
All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

- W.125th Street and Adam C. Powell Jr. Boulevard no northbound and southbound left-turns
- W.125th Street and Fredrick Douglass Boulevard no northbound and southbound left-turns
- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns

-Sub-Area Centroid

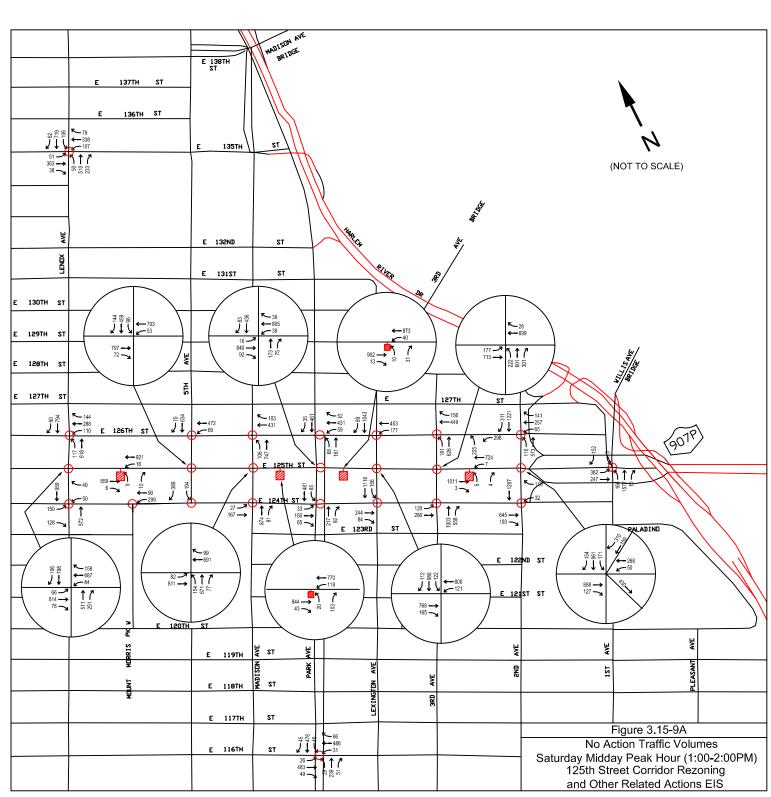


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

- W.125th Street and Adam C. Powell Jr. Boulevard no northbound and southbound left-turns
- W.125th Street and Fredrick Douglass Boulevard no northbound and southbound left-turns
- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns
- -Sub-Area Centroid

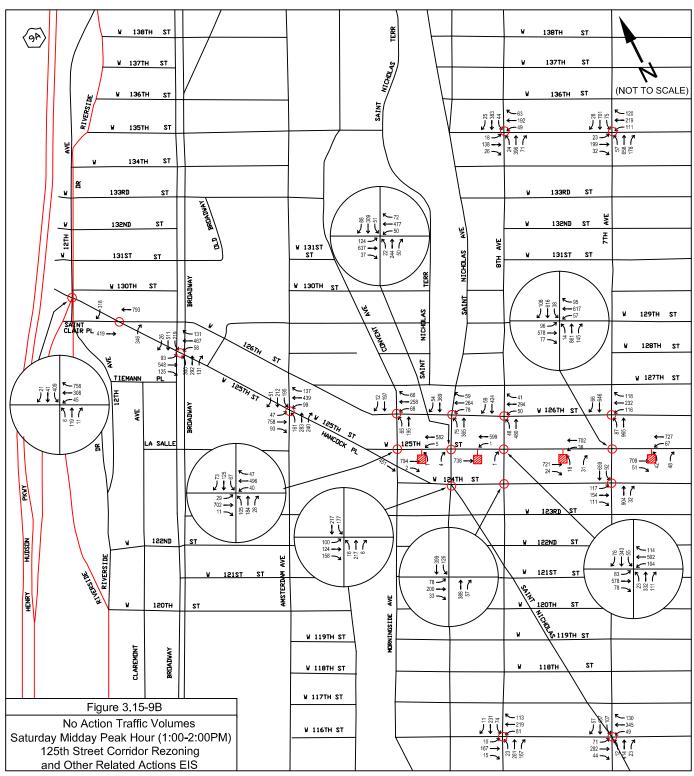


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid This graphic was revised subsequent to the release of the DEIS.



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

Capacity Analysis

Based on the No-Action traffic volumes shown in Figures 3.15-6 through 3.15-9, intersection capacity analyses were conducted according to the *HCM* methodologies. Table 3.15-3 shows the v/c ratios, average control delays, and levels-of-service under year 2017 No-Action conditions. As shown in Table 3.15-3, presently congested locations generally become worse, while there would be some newly congested locations in the study area. Overall, under No-Action conditions, of the 44 intersections studied, there would be $2\underline{3}$ intersections with one or more congested movements during the weekday AM peak hour (versus 13 under existing conditions), $\underline{8}$ intersections during the weekday PM peak hour (versus 14 under existing conditions), and 18 intersections during the Saturday midday peak hour (versus 1<u>1</u> under existing conditions). Newly congested intersections are discussed below.

Along the 135th Street corridor, there would be no newly congested intersections during the weekday midday, weekday PM, and Saturday midday peak hours. However, during the weekday AM peak hour, the West 135th Street/Adam Clayton Powell Jr. Boulevard intersection would be newly congested.

Along the 126th Street corridor, the East 126th Street/Park Avenue, West 126th Street/Frederick Douglass Boulevard, and West 126th Street/St. Nicholas Avenue intersections would be newly congested during the weekday AM peak hour. During the weekday midday peak hour, the East 126th Street/Lexington Avenue and West 126th Street/Morningside Avenue intersections would be newly congested. During the weekday PM peak hour, the East 126th Street/Park Avenue and West 126th Street/Lexox Avenue intersections would be newly congested. During the Street/Lexington Avenue intersections would be newly congested. During the Street/Lexington Avenue intersections would be newly congested. During the Street/Lexington Avenue intersections would be newly congested. During the Street/Lexington Avenue, West 126th Street/Lenox Avenue, and West 126th Street/St. Nicholas Avenue intersections would be newly congested.

Along the 125th Street corridor, the following intersections would be newly congested during the weekday AM peak hour:

- East 125th Street/Third Avenue<u>, and</u>
- <u>West 125th Street/Lenox Avenue</u>

During the weekday midday peak hour, the following intersections along the 125th Street corridor would be newly congested:

- East 125th Street/Third Avenue,
- East 125th Street/Lexington Avenue,
- East 125th Street/Madison Avenue, and
- West 125th Street/Adam Clayton Powell Jr. Boulevard..

					day AM Peak 7:45-8:45 AN			day MD Pea 1:00-2:00 PN			day PM Pea 4:00-5:00 PM			day MD Pea 1:00-2:00 PI	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
					SIG	NALIZE		SECTIONS							
			LTR				0.69	31.1	С	0.80	35.3	D	0.58	27.2	С
		EB	DefL	1.11	147.8	F									
			TR	0.87	47.2	D									
	West 135 th Street and	WB	LTR	1.02	66.1	E	0.73	32.3	С	1.12	114.6	F	0.84	39.4	D
1	Lenox Avenue	NB	L	0.22	14.8	В	0.19	11.7	В	0.36	16.7	В	0.24	13.1	В
			TR	0.58	15.4	В	0.45	13.4	В	0.53	14.5	В	0.55	14.7	В
		SB	L	0.59	24.5	С	0.30	13.8	В	0.50	20.4	С	0.48	19.2	В
		0	TR	0.77	19.8	В	0.46	13.5	В	0.61	15.8	В	0.54	14.6	В
			erall	0.90	36.9	D	0.57	20.7	C	0.81	39.3	D	0.66	21.7	C
		EB	LTR L	0.57 0.88	28.8 64.1	C E	0.50	27.0 28.3	C C	0.89	50.1 52.7	D	0.62	30.5 32.9	C C
		WB	TR	0.88	68.2	E	0.44	44.1	D	0.78	53.4	D	0.56	41.7	D
	West 135 th Street and	NB	LTR	0.30	13.6	В	0.45	13.3	В	0.61	15.4	В	0.50	13.7	В
2	Adam C. Powell Jr.	NB	DefL							0.68	34.2	C			
	Boulevard	SB	TR							0.43	12.9	В			
			LTR	0.88	24.3	С	0.35	12.0	В				0.47	13.4	В
		Ov	erall	0.92	30.2	С	0.60	20.6	с	0.77	27.1	с	0.62	20.5	с
		EB	LTR	0.73	27.8	С	0.23	25.1	С	0.48	29.0	С	0.33	26.4	С
	West 135 th Street and	WB	LTR	1.11	111.4	F	0.96	73.9	Е	1.01	83.7	F	1.02	86.4	F
3	Frederick Douglass	NB	LTR	0.29	9.2	А	0.33	9.6	А	0.45	10.8	В	0.35	9.7	А
	Boulevard	SB	LTR	0.45	10.9	В	0.24	8.8	А	0.40	10.3	В	0.33	9.6	А
		Ov	erall	0.68	33.9	С	0.54	25.6	с	0.63	26.1	С	0.57	28.2	с
		WB	LTR	0.65	35.6	D	0.53	32.6	С	0.58	33.5	С	0.63	34.3	С
			L	1.06	98.6	F	0.48	37.2	D	0.41	32.2	С	0.39	34.9	С
4	East 126 th Street and 2 nd Avenue	NB	Т	0.93	57.5	Е	1.02	77.2	Е	1.04	77.1	E	0.98	67.6	Е
		SB	TR	0.67	23.5	С	0.45	20.3	С	0.70	23.8	С	0.63	22.6	С
		Ov	erall	0.76	39.9	D	0.61	36.0	D	0.76	38.3	D	0.71	33.5	С
	East 126 th Street and	WB	TR	0.70	28.7	С	0.42	23.6	С	0.52	24.9	С	0.48	24.4	С
5	3 rd Avenue	NB	LT	0.31	11.4	В	0.27	11.2	В	0.37	11.9	В	0.21	10.6	В
		Ov	erall	0.46	19.0	В	0.33	15.7	В	0.43	16.4	В	0.31	16.7	В
		WB	LT	1.14	174.1	F	1.14	111.3	F	1.36	212.2	F	1.27	162.7	F
6	East 126 th Street and Lexington Avenue	SB	TR	0.73	19.9	В	0.51	14.3	В	0.67	17.0	В	0.77	19.9	В
		Ov	erall	0.90	83.7	F	0.75	59.7	Е	0.93	103.3	F	0.96	73.0	Е
		WB	LTR	0.98	75.6	E	0.78	36.7	D	0.99	67.6	E	0.76	34.8	С
			DefL	0.38	12.7	В									
_	East 126 th Street and	NB	т	0.35	10.7	В									
7	Park Avenue		LT				0.22	9.1	А	0.45	11.6	В	0.21	9.1	А
		SB	TR	0.42	10.9	В	0.26	9.3	Α	0.47	11.4	В	0.32	9.8	А
		Ov	erall	0.61	37.2	D	0.44	21.6	С	0.64	32.0	С	0.47	20.5	С
		WB	TR	0.85	35.9	D	0.56	26.1	С	0.66	28.1	С	0.57	26.3	С
8	East 126 th Street and	NB	LT	0.61	15.8	В	0.55	14.7	В	0.79	20.4	С	0.54	14.5	В
	Madison Avenue	Ov	erall	0.70	25.5	С	0.55	19.2	В	0.74	23.2	С	0.55	19.3	В

					day AM Peak 7:45-8:45 AN			day MD Pea 1:00-2:00 PN			day PM Pea 4:00-5:00 PI			day MD Pea 1:00-2:00 Pl	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS									
	reeth er i se th	WB	LT	1.08	84.4	F	0.87	43.0	D	1.13	103.8	F	0.89	44.3	D
9	126 th Street and 5 th Avenue	SB	TR	0.80	21.3	С	0.50	14.1	В	0.68	17.2	В	0.54	14.6	В
		Ove	erall	0.92	47.0	D	0.65	26.1	С	0.85	54.5	D	0.68	26.8	С
		WB	LTR	0.98	51.8	D	0.69	25.5	С	1.00	57.4	E	0.92	43.7	D
		NB	L	0.74	66.3	E	0.58	30.0	С	0.76	53.7	D	0.97	90.8	F
10	West 126 th Street and Lenox Avenue	ND	Т	0.44	18.3	В	0.46	18.6	В	0.81	27.4	С	0.48	18.8	В
		SB	TR	0.99	48.2	D	0.47	18.8	В	0.70	23.7	С	0.67	22.5	С
		Ove	erall	0.99	42.6	D	0.63	21.1	С	0.91	35.9	D	0.94	31.0	С
	4	WB	LTR	0.73	28.7	С	0.56	26.3	С	0.82	34.4	С	0.59	27.0	С
11	West 126 th Street and Adam C. Powell Jr.	NB	LT	0.54	16.2	В	0.44	13.0	В	0.58	14.9	В	0.57	14.8	В
	Boulevard	SB	TR	0.58	16.5	В	0.32	11.7	В	0.31	11.5	В	0.30	11.4	В
		Ove	erall	0.65	19.5	В	0.49	15.6	В	0.67	19.5	В	0.58	16.4	В
	and the second	WB	LTR	0.96	53.5	D	0.78	36.0	D	1.07	90.6	F	0.65	41.5	D
12	West 126 th Street and Frederick Douglass	NB	LT	0.31	14.0	В	0.34	12.1	В	0.38	8.2	A	0.38	12.5	В
	Boulevard	SB	TR	0.45	15.5	В	0.27	11.3	В	0.31	7.5	A	0.34	12.6	В
		Ove	erall	0.67	30.2	С	0.51	20.0	В	0.59	34.6	С	0.48	20.4	С
		WB	LTR	0.96	51.0	D	0.79	32.4	С	0.93	47.8	D	0.74	28.4	С
13	West 126 th Street and	NB	LT	0.87	41.0	D	0.70	26.8	С	1.13	103.4	F	1.02	70.9	E
	St. Nicholas Avenue	SB	TR	0.88	38.7	D	0.54	21.3	С	0.77	29.2	С	0.76	28.6	С
		Ove	erall	0.92	43.9	D	0.74	27.1	С	1.03	62.8	E	0.88	42.7	D
		WB	LTR	1.06	87.9	F	0.89	56.7	E	1.12	158.6	F	1.11	111.6	F
14	West 126 th Street and	NB	LT	0.14	8.0	A	0.11	7.8	A	0.19	8.4	A	0.19	8.4	A
	Morningside Avenue	SB	TR	0.29	9.6	A	0.27	9.5	A	0.31	9.9	A	0.32	9.9	A
		Ove	erall	0.56	50.7	D	0.47	30.9	С	0.58	75.0	E	0.58	52.7	D
		EB	LT	0.64	24.8	С	0.61	24.4	С	0.87	34.0	С	0.62	24.8	С
15	East 125 th Street and	NB	L	0.21	13.3	В	0.22	13.4	В	0.20	16.1	В	0.29	14.2	В
	1 st Avenue		TR	0.37	14.1	В	0.41	14.6	В	0.85	37.8	D	0.46	15.0	В
			erall	0.47	17.3	В	0.50	17.6	В	0.86	36.2	D	0.53	17.5	В
		EB	TR	0.66	32.8	С	0.72	27.7	С	0.83	47.9	D	0.84	37.4	D
	E a dosth or a data	WB	LT	1.16	121.7	F	0.92	50.9	D	1.04	78.6	E	1.75	381.3	F
16	East 125 th Street and 2 nd Avenue	SB	LTR	0.81	31.7	С	0.65	33.3	С	0.93	55.4	E	0.45	22.7	С
		RAMP (SB)	TR	1.09	218.2	F	0.69	37.7	D	1.02	120.2	F	0.92	57.7	Е
		Ove	erall	*	*	*	*	*	*	*	*	*	*	*	*
		EB	LT	1.16	115.4	F	1.60	314.4	F	2.23	810.9	F	1.71	353.9	F
	East 125 th Street and	WB	TR	0.80	31.3	С	0.78	30.3	С	0.96	47.3	D	0.89	37.9	D
17	3 rd Avenue	NB	LTR	0.39	14.4	В	0.43	14.8	В	0.58	16.7	В	0.42	14.7	В
Í		Ove	erall	0.73	46.8	D	0.94	121.0	F	1.30	290.6	F	0.98	126.5	F
		EB	TR	0.91	41.1	D	1.03	68.6	E	1.30	278.0	F	1.06	72.2	E
	East 125 th Street and	WB	LT	1.41	322.6	F	1.54	292.2	F	1.57	294.2	F	1.74	365.8	F
18	Lexington Avenue	SB	LTR	0.70	20.3	С	0.45	15.3	В	0.63	18.1	В	0.63	17.9	В
		Ove	erall	1.01	113.1	F	0.93	123.1	F	1.04	186.7	F	1.11	134.6	F

					day AM Peak 7:45-8:45 AN			day MD Pea 1:00-2:00 PN			day PM Pea 4:00-5:00 Pl			day MD Pea 1:00-2:00 PI	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS									
		EB	LTR	0.64	16.8	В	0.74	19.4	В	1.06	136.3	F	0.72	18.5	В
	— the second	WB	LTR	0.93	36.0	D	0.87	28.7	С	0.92	33.9	С	0.79	21.8	С
19	East 125 th Street and Park Avenue	NB	TR	0.46	24.6	С	0.36	23.1	С	0.50	25.4	С	0.28	22.1	С
		SB	TR	0.56	28.0	С	0.50	25.1	С	0.72	30.0	С	0.57	26.2	С
		Ov	erall	0.79	26.7	С	0.73	23.8	С	0.93	72.7	Е	0.70	21.6	С
		EB	LT	0.88	32.4	С	0.99	52.0	D	1.26	147.6	F	1.20	125.3	F
20	East 125 th Street and	WB	TR	0.57	18.9	В	0.67	21.0	С	0.67	20.6	С	0.76	25.7	С
20	Madison Avenue	NB	LTR	0.64	23.1	С	0.59	22.2	С	0.82	28.8	С	0.54	19.4	В
		Ov	erall	0.77	25.1	С	0.81	31.9	С	1.06	67.9	Е	0.87	56.9	Е
		EB	TR	0.80	33.8	С	0.80	35.5	D	1.02	152.3	F	1.04	413.7	F
21	125 th Street and 5 th	WB	LT	0.80	27.4	С	0.81	27.9	С	0.84	30.9	С	0.98	222.9	F
21	Avenue	SB	LTR	1.15	102.8	F	0.77	27.2	С	0.93	39.0	D	0.65	23.5	С
		Ov	erall	1.00	64.8	Е	0.82	30.1	С	0.98	75.8	Е	0.89	234.8	F
		EB	TR	0.51	19.4	В	0.77	26.8	С	0.82	28.5	С	1.16	504.7	F
	the starther	WB	TR	0.69	29.0	С	0.81	29.8	С	0.87	33.2	С	1.38	657.2	F
22	West 125 th Street and Lenox Avenue	NB	TR	0.66	22.6	С	0.63	21.8	С	0.98	47.4	D	0.80	28.4	С
		SB	TR	1.00	50.9	D	0.57	20.8	С	0.79	27.4	С	0.88	33.0	С
		Ov	erall	0.84	33.5	С	0.72	25.1	С	0.93	34.9	С	1.13	315.6	F
		EB	LTR	0.72	25.4	С	1.08	125.2	F	1.39	268.3	F	1.06	441.4	F
	West 125 th Street and	WB	LTR	0.72	25.4	С	0.93	50.8	D	1.09	130.0	F	0.93	325.0	F
23	Adam C. Powell Jr.	NB	TR	0.40	17.6	В	0.56	19.9	В	0.58	20.1	С	0.61	20.5	С
	Boulevard	SB	TR	0.65	21.2	С	0.45	18.3	В	0.43	17.8	В	0.49	18.7	В
		Ov	erall	0.69	22.0	С	0.82	52.8	D	0.99	106.9	F	0.84	186.7	F
		EB	LTR	0.76	33.7	С	0.75	20.5	С	0.71	21.8	С	1.20	329.7	F
	West 125 th Street and	WB	LTR	0.77	26.0	С	0.80	23.4	С	0.98	48.4	D	1.19	585.8	F
24	Frederick Douglass	NB	TR	0.33	18.2	В	0.60	27.8	С	0.62	24.4	С	0.39	12.7	В
	Boulevard	SB	TR	0.52	20.7	С	0.60	29.3	С	0.58	23.1	С	0.41	14.5	В
		Ov	erall	0.65	25.8	С	0.72	24.4	С	0.82	30.1	с	0.72	274.3	F
		EB	LTR	0.96	55.7	Е	0.90	31.6	С	1.21	207.8	F	0.80	112.0	F
		WB	LTR	0.72	20.0	В	0.55	15.4	В	0.70	18.8	В	0.55	36.5	D
25	West 125 th Street and St. Nicholas Avenue	NB	TR	0.56	28.5	С	0.69	33.6	С	0.87	44.7	D	0.73	36.0	D
		SB	TR	1.00	64.8	E	0.83	41.7	D	0.90	85.4	F	1.06	88.7	F
		Ov	erall	0.97	44.6	D	0.87	29.4	С	1.09	104.9	F	0.91	74.5	Е
		EB	LTR	0.65	17.0	В	0.61	16.1	В	0.68	17.5	В	0.63	111.3	F
		WB	LTR	0.64	17.1	В	0.52	14.6	В	0.80	23.0	С	0.50	36.4	D
			DefL	0.79	50.6	D	0.50	30.7	С				0.59	33.3	С
26	West 125 th Street and Morningside Avenue	NB	TR	0.28	22.7	С	0.26	22.4	С				0.47	26.3	С
			LTR							0.63	29.0	С			
		SB	LTR	0.53	26.6	С	0.39	24.0	С	0.46	25.3	С	0.44	24.8	С
		Ov	erall	0.70	21.5	С	0.57	18.0	в	0.74	22.3	С	0.61	61.4	Е

					day AM Peak 7:45-8:45 AN			day MD Pea 1:00-2:00 PN			day PM Pea 4:00-5:00 PI			day MD Pea 1:00-2:00 Pt	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS									
		EB	L	0.49	33.5	С	0.57	36.4	D	0.68	47.3	D	0.40	101.3	F
		LD	TR	0.87	37.4	D	0.82	33.7	С	0.93	42.8	D	0.97	154.1	F
		WB	L	0.82	89.6	F	0.60	52.0	D	0.99	125.0	F	0.99	449.8	F
			TR	0.65	27.3	С	0.63	26.7	С	0.72	28.2	С	0.66	95.4	F
27	West 125 th Street and		L	0.29	17.5	В	0.18	14.0	В	0.35	28.3	С	0.35	13.5	В
	Amsterdam Avenue	NB	Т	0.38	22.6	С	0.33	22.1	С	0.50	51.3	D	0.25	19.1	В
			R	0.61	31.6	С	0.74	40.3	D	0.77	42.3	D	0.70	33.0	С
		SB	L	0.81	44.1	D	0.71	33.5	C	0.72	46.3	D	0.58	23.8	С
		01	TR erall	0.50	24.5	C	0.36	22.5	С	0.35 *	22.9	C	0.22	18.8	В
		00			32.0	C		29.8	C		40.6	D		94.6	F
Í		EB	L T	0.21 0.50	25.5 27.5	C C	0.26 0.42	20.7 21.2	C C	0.57 0.63	38.9 30.0	D C	0.50 0.56	31.7 26.2	C C
		ED	R	0.50	10.9	В	0.42	9.5	A	0.03	11.8	В	0.56	7.3	A
			L	0.14	32.0	С	0.27	20.1	c	0.23	33.4	С	0.21	28.1	C
		WB	T	0.44	26.8	c	0.20	20.1	В	0.42	29.3	c	0.30	24.8	c
		WB	R	0.43	14.2	В	0.32	9.7	A	0.33	13.8	В	0.47	7.5	A
28	West 125 th Street and		L	0.48	37.3	D	0.20	39.3	D	0.55	49.9	D	0.20	32.0	С
20	Broadway	NB	Т	0.40	24.0	C	0.59	30.5	c	0.58	63.9	E	0.30	30.3	c
			R	0.53	28.8	C	0.50	32.7	C	0.49	27.8	C	0.64	43.7	D
			L	0.44	36.1	D	0.64	43.3	D	0.61	39.1	D	0.37	29.9	C
		SB	T	0.46	24.0	C	0.36	26.5	C	0.34	22.4	C	0.68	35.6	D
			R	0.11	20.6	C	0.17	25.3	C	0.20	22.1	C	0.14	28.0	C
		Ov	erall	0.51	26.3	С	0.52	25.9	С	0.60	35.8	D	0.57	28.2	С
			LT	0.48	23.4	С	0.49	23.5	С	0.76	34.2	С	0.35	21.5	С
		WB	R	0.61	13.8	В	0.55	12.5	В	0.83	22.8	С	0.99	45.8	D
Í	West 125 th Street and	NB	LTR	0.31	27.4	С	0.26	26.8	С	0.39	27.7	С	0.20	26.1	С
29	12 th Avenue		L	0.47	17.2	В	0.91	47.9	D	0.77	22.4	С	1.10	95.2	F
Í		SB	TR	0.09	10.9	В	0.09	10.9	В	0.11	8.3	А	0.05	10.6	В
		Ov	erall	0.52	19.4	В	0.72	18.6	В	0.67	25.9	С	1.07	51.3	D
			L	0.61	27.0	С	0.41	23.7	С	0.70	29.3	С	0.60	26.8	С
		EB	RT	0.51	29.2	С	0.34	24.1	С	0.26	34.5	С	0.51	27.8	С
20	East 124 th Street and	WB	L	0.39	24.4	С	0.11	20.4	С	0.14	20.8	С	0.07	20.1	С
30	2 nd Avenue	VVB	RT	0.32	11.9	В	0.09	9.9	А	0.11	10.1	В	0.08	9.9	А
Í		SB	Т	0.70	16.4	В	0.42	12.5	В	0.53	13.7	В	0.40	12.2	В
		Ov	erall	0.67	18.7	В	0.42	15.7	В	0.59	18.5	В	0.48	17.8	В
	Fact 404 th Otra - t	EB	LT	0.32	22.4	С	0.32	22.4	С	0.40	24.5	С	0.39	23.3	С
31	East 124 th Street and 3 rd Avenue	NB	TR	0.46	12.9	В	0.41	12.4	В	0.52	13.8	В	0.45	12.8	В
		Ov	erall	0.41	14.8	В	0.37	14.5	В	0.47	16.0	В	0.43	15.2	В
		EB	TR	0.95	61.1	Е	0.85	45.2	D	0.97	62.2	Е	0.72	34.2	С
32	East 124 th Street and Lexington Avenue	SB	LT	0.93	31.6	С	0.57	15.2	В	0.79	20.6	С	0.92	29.4	С
	Levington Avenue	Ov	erall	0.94	38.7	D	0.68	25.1	С	0.86	32.9	С	0.84	30.4	С

					day AM Peak 7:45-8:45 AN			day MD Pea 1:00-2:00 PN			day PM Pea 4:00-5:00 Pl			day MD Pea 1:00-2:00 Pf	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS									
		EB	LTR	0.45	22.0	С	0.34	20.2	С	0.34	20.2	С	0.23	18.9	В
33	East 124 th Street and	NB	TR	0.38	14.6	В	0.28	13.6	В	0.41	15.0	В	0.24	13.2	В
33	Park Avenue	SB	TR	0.80	25.9	С	0.46	15.8	В	0.93	36.0	D	0.56	17.5	В
		Ov	erall	0.64	21.8	С	0.41	16.4	В	0.67	26.4	С	0.42	16.7	В
		EB	LT	0.29	22.1	С	0.23	21.4	С	0.19	21.1	С	0.19	21.0	С
34	East 124 th Street and Madison Avenue	NB	TR	0.65	16.5	В	0.71	18.3	В	0.88	25.6	С	0.59	15.2	В
	Madison Avenue	Ov	erall	0.51	17.9	в	0.52	18.9	В	0.62	25.0	с	0.43	16.3	в
			L	0.32	28.1	С	0.53	33.0	С	0.56	32.7	С	0.47	31.2	С
		EB	LR	0.38	23.5	С	0.58	23.5	С	0.64	23.5	С			
			R	0.43	32.3	С	0.63	43.9	D	0.72	49.4	D	0.54	35.0	С
35	West 124 th Street and Lenox Avenue	WB	LR	0.23	26.6	С	0.23	26.7	С	0.36	28.5	С	0.39	29.7	С
	Lenox Avenue	NB	т	0.33	9.1	Α	0.30	8.7	Α	0.42	9.9	Α	0.33	9.0	Α
		SB	Т	0.64	12.9	В	0.34	9.1	А	0.41	9.8	А	0.55	11.4	В
		Ov	erall	0.57	14.1	В	0.43	15.5	В	0.52	16.7	в	0.55	15.2	в
		EB	LTR	0.36	20.9	С	0.49	25.9	С	0.66	28.0	С	0.63	29.4	С
		NB	TR	0.36	14.2	В	0.37	12.1	В	0.46	14.8	В	0.40	12.5	В
36	West 124 th Street and		DefL							0.67	32.0	С			
30	Adam C. Powell Jr. Boulevard	SB	Т							0.46	15.1	В			
			LT	0.65	18.4	В	0.39	12.4	В				0.42	12.7	В
		Ov	erall	0.53	17.3	В	0.42	14.5	В	0.66	18.5	В	0.50	15.8	В
		EB	LTR	0.72	32.4	С	0.42	22.3	С	0.80	35.4	D	0.59	26.1	С
37	West 124 th Street and Frederick Douglass	NB	TR	0.19	12.7	В	0.27	13.4	В	0.41	14.9	В	0.34	14.1	В
0,	Boulevard	SB	LT	0.38	14.6	В	0.34	14.2	В	0.54	17.1	В	0.44	15.6	В
		Ov	erall	0.53	19.3	В	0.37	15.7	В	0.65	21.2	С	0.51	17.7	В
		EB	LTR	0.65	24.4	С	0.54	21.7	С	0.66	23.8	С	0.67	25.3	С
38	West 124 th Street and St. Nicholas Avenue	NB	LTR	0.32	17.4	В	0.32	17.5	В	0.46	19.3	В	0.38	18.3	В
38	St. Nicholas Avenue- Manhattan Avenue	SB	LT	0.80	30.0	С	0.52	20.8	С	0.74	26.7	С	0.75	29.6	С
		Ov	erall	0.72	25.9	С	0.53	20.3	С	0.70	24.0	С	0.71	25.3	С
		EB	LTR	0.55	23.6	С	0.53	23.2	С	0.65	25.4	С	0.64	25.2	С
		WB	LTR	0.67	26.6	С	0.55	23.7	С	0.64	25.2	С	0.67	26.4	С
39	East 116 th Street and Park Avenue	NB	LTR	0.34	14.9	В	0.46	16.8	В	0.76	25.2	С	0.52	17.9	В
		SB	LTR	1.04	64.8	E	0.66	21.4	С	0.99	52.6	D	0.83	29.2	С
		Ov	erall	0.88	38.4	D	0.61	21.7	С	0.84	32.6	С	0.76	25.5	С
		EB	LTR	0.85	40.6	D	0.67	30.6	С	0.73	32.9	С	0.68	30.8	С
	West 116 th Street and	WB	LTR	1.02	70.1	E	0.72	31.6	С	0.71	30.7	С	0.70	30.6	С
40	Adam C. Powell Jr.	NB	LTR	0.41	12.8	В	0.23	11.0	В	0.40	12.5	В	0.22	10.8	В
	Boulevard	SB	LTR	0.65	16.0	В	0.30	11.6	В	0.39	12.5	В	0.34	12.0	В
		Ov	erall	0.79	30.9	С	0.46	21.0	С	0.52	20.4	С	0.48	20.5	С

					lay AM Peak 2:45-8:45 AM			day MD Peal 1:00-2:00 PM			day PM Pea 4:00-5:00 PM			day MD Pea I:00-2:00 Pf	
No.	Intersection	Approach	Movement	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
		EB	LTR	0.38	23.6	С	0.25	21.8	С	0.30	22.5	С	0.24	21.7	С
	West 116 th Street and	WB	LTR	0.98	60.6	Е	0.64	29.4	С	0.72	31.8	С	0.73	32.5	С
41	Frederick Douglass	NB	LTR	0.74	22.8	С	0.67	20.1	С	0.78	23.8	С	0.63	18.0	В
	Boulevard	SB	LTR	0.71	21.3	С	0.67	20.6	С	0.50	15.7	В	0.45	14.5	В
		Ove	erall	0.83	34.2	С	0.66	23.2	С	0.76	24.5	С	0.66	22.4	С
		EB	R	0.67	32.3	С	0.60	30.5	С	0.77	37.8	D	0.49	28.2	С
	West 125th Street	WB	R	0.34	25.6	С	0.36	25.9	С	0.54	30.2	С	0.46	27.4	С
42	and St. Clair Place	NB	Т	0.66	27.6	С	0.67	28.0	С	0.79	30.1	С	0.85	35.7	D
		SB	Т	0.12	19.8	В	0.27	21.2	С	0.27	20.0	В	0.39	22.6	С
		Ove	erall	*	28.0	С	*	27.1	С	*	30.6	С	*	30.0	С
					UNSI	GNALIZ		RSECTIONS							
43	124 th Street and 5 th	SB	L	0.41	12.5	В	0.32	11.6	В	0.26	11.0	В	0.27	11.0	В
43	Avenue	30	R	0.96	45.0	Е	0.57	14.8	В	0.84	26.9	D	0.49	13.1	В
44	East 124 th Street and Mt. Morris Park West	WB	L	0.46	9.0	A	0.27	8.0	A	0.40	9.0	A	0.21	7.9	A

NB= northbound, SB= southbound, EB= eastbound, WB= westbound

L=exclusive left-turn, T= exclusive through, R=exclusive right-turn, LTR=shared left-through-right, TR=shared through/right-turn lane, LT=shared left-turn/through lane LR=shared left-turn/right-turn, DefL=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

* HCS does not provide v/c calculation for this intersection

During the weekday PM peak hour, the following intersections along the 125th Street corridor would be newly congested:

- East 125th Street/Lexington Avenue,
- East 125th Street/Park Avenue,
- East 125th Street/Madison Avenue,
- 125th Street/Fifth Avenue,
- West 125th Street/Lenox Avenue,
- West 125th Street/Adam Clayton Powell Jr. Boulevard, and
- <u>West 125th Street/Frederick Douglass Boulevard.</u>

During the Saturday midday peak hour, the following intersections along the 125th Street corridor would be newly congested:

- East 125th Street/Second Avenue,
- East 125th Street/Third Avenue,
- East 125th Street/Lexington Avenue,
- East 125th Street/Madison Avenue, and
- <u>West 125th Street/12th Avenue.</u>

Along the 124th Street corridor, the East 124th Street/Lexington Avenue intersection would be newly congested during the weekday AM and PM peak hours, and the 124th Street/Fifth Avenue intersection would be newly congested during the weekday AM peak hour. Along the 116th Street corridor, the West 116th Street/Adam Clayton Powell Jr. Boulevard and East 116th Street/Frederick Douglass Boulevard intersections would be newly congested during the weekday AM peak hour, and the East 116th Street/Park Avenue intersection would be newly congested during the weekday AM peak hour, and the East 116th Street/Park Avenue intersection would be newly congested during the weekday PM peak hour.

Traffic operations along the five major study area corridors under No-Action conditions are described more fully below.

135th Street Corridor

<u>West 135th Street/Lenox Avenue</u> – The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday midday peak hour, at LOS "D" during the Saturday midday peak hour, <u>at LOS "E" during the weekday</u> <u>AM peak hour</u>, and at LOS "F" during the weekday PM peak hour. The eastbound approach is projected to operate <u>at LOS "C" during the weekday and Saturday midday</u> <u>peak hours</u>, in the LOS "<u>D</u>/E/<u>F" range</u> during the weekday AM peak hour, <u>and at LOS</u> "<u>D</u>" during the <u>weekday PM</u> peak hour. This intersection is projected to operate at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.

- <u>West 135th Street/Adam Clayton Powell Jr. Boulevard</u> The eastbound approach is projected to operate at LOS "D" during the weekday PM peak hour and at LOS "C" during the three other peak hours analyzed. The westbound through/right-turn approach is projected to operate at LOS "E" during the weekday AM peak hour and at LOS "D" during the three other peak hours analyzed. Westbound left-turns are projected to operate at LOS "C" during the weekday and Saturday midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "E" during the weekday AM peak hour. The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed.
- <u>West 135th Street/Frederick Douglass Boulevard</u> The eastbound, northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach is projected to operate at LOS "E" during the weekday <u>midday</u> peak hour, and at LOS "F" during the other three peak hours analyzed. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

126th Street Corridor

- <u>East 126th Street/Second Avenue</u> The westbound approach on 126th Street is projected to operate at LOS "D" during the weekday AM peak hour and at LOS "C" during the three other peak hours analyzed. The southbound approach is projected to operate at LOS "C" during all four peak hours analyzed. The northbound approach (i.e. from the Triborough Bridge off-ramp) is projected to operate in the LOS "C" to LOS "F" range during all four peak hours analyzed. This intersection is projected to operate at LOS "D" overall during the three weekday peak hours, and at LOS "C" overall during the Saturday midday peak hour.
- <u>East 126th Street/Third Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.
- <u>East 126th Street/Lexington Avenue</u> The southbound approach on Lexington Avenue is projected to operate at LOS "<u>B</u>" during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "F" during <u>all four</u> weekday peak hours <u>analyzed</u>. This intersection is projected to operate at LOS "<u>F</u>" overall during the weekday AM <u>and PM</u> peak hours and at LOS "<u>E</u>" overall during the <u>weekday and Saturday midday</u> peak hours.
- <u>East 126th Street/Park Avenue</u> The northbound and southbound approaches on Park Avenue are projected to operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "C" during the Saturday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "E" during the weekday AM <u>and PM</u> peak hours. This intersection is projected to

operate at LOS <u>"D" overall during the weekday AM peak hour and at LOS</u> "C" overall during <u>the other three</u> peak hours analyzed.

- <u>East 126th Street/Madison Avenue</u> The westbound approach to this intersection is projected to operate at LOS "D" during the weekday AM peak hour, and LOS "C" during the other three peak hours analyzed. The northbound approach to this intersection is projected to operate at LOS "<u>C</u>" <u>or better</u> during all four peak hours analyzed. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.
- <u>126th Street/Fifth Avenue</u> The southbound approach on Fifth Avenue is projected to operate at LOS "C" or better during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "D" during the weekday and Saturday midday peak hours and at LOS "F" during the weekday AM and PM peak hours. This intersection is projected to operate at LOS "C" overall during the weekday and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours.
- <u>West 126th Street/Lenox Avenue</u> The southbound approach <u>is projected to operate at LOS "D" during the weekday AM peak hour and at LOS "C" or better during the other three peak hours analyzed</u>. Northbound through movements on Lenox Avenue are projected to operate at LOS "C" or better during all four peak hours analyzed. Northbound left-turns are projected to operate at LOS "C" during the weekday midday peak hour, at LOS "D" during the weekday PM peak hour, at LOS "E" during the weekday AM_<u>peak hour</u>, and <u>at LOS "F" during the</u> Saturday midday peak hour. The westbound approach on 126th Street is projected to operate at LOS "C" during the weekday midday peak hour, at LOS "D" during the weekday AM and Saturday midday peak hours, and at LOS "D" during the weekday AM and Saturday midday approach on 126th Street is projected to operate at LOS "C" during the weekday midday peak hours, and at LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "D" overall during the weekday AM and PM peak hours and at LOS "C" overall during the weekday and Saturday midday peak hours.
- <u>West 126th Street/Adam Clayton Powell Jr. Boulevard</u> All approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.
- <u>West 126th Street/Frederick Douglass Boulevard</u> The northbound and southbound approaches on Frederick Douglass Boulevard are projected to operate at LOS "B" or better during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "D" during the weekday AM, weekday midday, and Saturday midday peak hours, at LOS "<u>F</u>" during the weekday PM peak hour. This intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.
- <u>West 126th Street/St. Nicholas Avenue</u> The westbound approach to this intersection is projected to operate at LOS "C" during the weekday midday and Saturday midday peak hours, and at LOS "D" during the weekday AM and PM peak hours. The northbound approach is projected to operate at LOS "C" during the weekday midday peak hour, at

LOS "D" during the weekday AM peak hour, at LOS "E" during the Saturday midday peak hour, and at LOS "F" during the weekday PM peak hour. The southbound approach is projected to operate at LOS "D" during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed. This intersection is projected to operate at LOS "C" overall during the weekday midday peak hour, at LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" during the weekday PM peak hour.

 <u>West 126th Street/Morningside Avenue</u> – The northbound and southbound approaches on Morningside Avenue are projected to operate at LOS "<u>A</u>" during all four peak hours analyzed. The westbound approach on 126th Street is projected to operate at LOS "E" during the weekday midday peak hour, and LOS "F" during the other three peak hours analyzed. This intersection is projected to operate at LOS "C" overall during the weekday midday peak hour, LOS "D" overall during the weekday AM and Saturday midday peak hours, and at LOS "E" overall during the weekday PM peak hour.

125th Street Corridor

- <u>East 125th Street/First Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four of the peak hours analyzed, except for the northbound through/right-turn approach which is projected to operate at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at <u>LOS "D" overall during the weekday PM peak hour, and at LOS "B</u>" overall during <u>the other three</u> peak hours analyzed.
- <u>East 125th Street/Second Avenue</u> The southbound approach on Second Avenue is projected to operate at LOS "<u>E</u>" during the weekday PM peak hour, and at LOS "C" during the other three peak hours analyzed. The westbound approach on 125th Street is projected to operate at <u>LOS "D" during the weekday midday peak hour, at LOS "E" during the weekday PM peak hour, and at</u> LOS "F" during the <u>weekday AM and</u> Saturday midday peak hours. The eastbound approach is projected to operate at LOS "<u>C</u>" during the weekday AM and midday peak hours, and at LOS "D" during the weekday PM <u>and Saturday midday</u> peak hours. The southbound approach from the Triborough Bridge off-ramp is projected to operate at LOS "D" during the weekday midday <u>peak</u> <u>hour, at LOS "E" during the</u> Saturday midday peak hours.
- <u>East 125th Street/Third Avenue</u> The eastbound approach to this intersection is projected to operate at LOS "F" during <u>all four</u> peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours, <u>and</u> at LOS "D" during the weekday PM and Saturday midday peak hours. The northbound approach to this intersection is projected to operate at LOS "B" during all four peak hours analyzed. This intersection is projected to operate at LOS "D" overall during weekday AM peak hour, and at LOS "F" overall during the <u>other three</u> peak hours <u>analyzed</u>.

- <u>East 125th Street/Lexington Avenue</u> The southbound approach is projected to operate at LOS "<u>C</u>" <u>or better</u> during all four peak hours analyzed. The westbound approach is projected to operate at LOS "F" during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "D" during the weekday AM <u>peak hour, at LOS</u> <u>"E" during the</u> weekday and Saturday midday peak hours, and at LOS "F" during the weekday PM peak hour. This intersection is projected to operate at LOS "F" overall during each of the four peak hours analyzed.
- <u>East 125th Street/Park Avenue</u> The eastbound approach is projected to operate at LOS "F during the weekday PM peak hour, and at LOS "B" during the other three peak hours analyzed. The westbound approach is projected to operate at LOS "D" during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed. The northbound and southbound approaches to this intersection are projected to operate at LOS "C" during all four peak hours analyzed. The intersection is projected to operate at LOS "E" or better overall during the weekday PM peak hour and at LOS "E" overall during the other three peak hours analyzed.
- <u>East 125th Street/Madison Avenue</u> The eastbound approach to this intersection is projected to operate at LOS "C" during the weekday AM peak hour, <u>at LOS "D" during the weekday midday peak hour</u>, and at LOS "F" during the <u>weekday PM and Saturday midday</u> peak hours. The westbound and northbound approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" overall during the weekday AM <u>and midday</u> peak hours, and at LOS "E" during the weekday PM and Saturday midday peak hours.
- <u>125th Street/Fifth Avenue</u> The southbound approach is projected to operate at LOS "C" during the weekday midday and Saturday midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "F" during the weekday AM peak hour. The westbound approach is projected to operate at LOS "C" during the weekday AM, midday and PM peak hours, and at LOS "F" during the Saturday midday peak hour. The eastbound approach is projected to operate at LOS "C" during the weekday AM peak hour, at LOS "D" during the weekday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "F" during the weekday AM peak hour, at LOS "D" during the weekday midday peak hour, at LOS "C" overall during the weekday midday peak hour, at LOS "C" overall during the weekday midday peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "E" overall during the weekday AM and PM peak hours, and at LOS "F" overall during the Saturday midday peak hour.
- <u>West 125th Street/Lenox Avenue</u> The eastbound approach to this intersection is projected to operate at LOS "B" during the weekday AM peak hour, at LOS "C" during the weekday midday and PM peak hours, and at LOS "F" during the Saturday midday peak hour. The westbound approach to this intersection is projected to operate at LOS "C" during the weekday AM, midday and PM peak hours, and at LOS "F" during the Saturday midday peak hour. The northbound approach is projected to operate at LOS "D" during the weekday PM peak hour, and at LOS "C" overall during the other three peak hours analyzed. The southbound approach is projected to operate at LOS "D"

during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed. The intersection is projected to operate at LOS "C" overall during the weekday AM, midday <u>and PM</u> peak hours, and at LOS "F" overall during the Saturday midday peak hour.

- <u>West 125th Street/Adam Clayton Powell Jr. Boulevard</u> The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "C" during the weekday AM peak hour and at LOS "F" during the three other peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday AM peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. This intersection is projected to operate at LOS "C" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "C" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday AM peak hour, at LOS "D" overall during the weekday PM and Saturday midday peak hours.
- <u>West 125th Street/Frederick Douglass Boulevard</u> The northbound and southbound approaches are projected to operate at LOS "C" or better during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "F" during the Saturday midday peak hour and at LOS "C" or better during the other three weekday peak hours analyzed. The westbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours, at LOS "D" during the weekday PM peak hour, and at LOS "F" during the Saturday midday peak hour. During the three weekday peak hours analyzed, this intersection is projected to operate at LOS "C" overall. During the Saturday midday peak hour, the intersection is projected to operate at LOS "F" overall.
- <u>West 125th Street/St. Nicholas Avenue</u> The eastbound approach is projected to operate at LOS "C" during the weekday midday peak hour, at LOS "E" during the weekday AM peak hour, and at LOS "F" during the weekday PM and Saturday midday peak hours. The westbound approach is projected to operate at LOS "D" during the Saturday midday peak hour, and at LOS "B" during the other three peak hours analyzed. The northbound approach is projected to operate at LOS "C" during the weekday AM and midday peak hours and at LOS "D" during the weekday PM and Saturday midday peak hours. The southbound approach is projected to operate at LOS "D" during the weekday midday peak hours. The southbound approach is projected to operate at LOS "D" during the weekday midday peak hour, at LOS "E" during the weekday AM peak hour, and at LOS "F" during the weekday AM peak hour, at LOS "E" overall during the weekday midday peak hour, at LOS "F" overall during the weekday midday peak hour, at LOS "F" overall during the weekday midday peak hour, at LOS "F" overall during the weekday midday peak hour, at LOS "F" overall during the weekday PM peak hour, at LOS "F" overall during the weekday PM peak hour, at LOS "F" overall during the weekday PM peak hour, at LOS "F" overall during the weekday PM peak hour.
- <u>West 125th Street/Morningside Avenue</u> All approaches to the intersection are projected to operate at LOS "C" or better during the weekday midday and PM peak hours. During the weekday AM peak hour, all approaches are projected to operate at LOS "C" or better, except for northbound left-turns which are projected to operate at LOS "D". During the Saturday midday peak hour, all approaches are projected to operate at LOS "C" or better, except the eastbound approach which is projected to operate at LOS "F" and the

westbound approach which is projected to operate at LOS "D". This intersection is projected to operate at LOS "C" or better overall during the three weekday peak hours analyzed. During the Saturday midday peak hour, this intersection is projected to operate at LOS "E" overall.

- West 125th Street/Amsterdam Avenue During the weekday AM peak hour, all approaches are projected to operate at LOS "C" or better, except for the eastbound through/right-turn approach and southbound left-turns which are projected to operate at LOS "D", and westbound left-turns which are projected to operate at LOS "F". During the weekday midday peak hour, all approaches are projected to operate at LOS "C" or better, except for the northbound right-turn approach which is projected to operate at LOS "D", and the eastbound and westbound left-turn approaches which are projected to also operate at LOS "D". During the weekday PM peak hour, northbound left-turns, the southbound through/right-turn approach, and the westbound through/right-turn approach are projected to operate at LOS "C", and the eastbound approach, southbound left-turns, and the northbound through and right-turn approaches are projected to operate at LOS "D". Also, during the weekday PM peak hour, westbound left-turns are projected to operate at LOS "F". During the Saturday midday peak hour, the northbound and southbound approaches are projected to operate at LOS "C" or better, and the eastbound and westbound approaches are projected to operate at LOS "F". The intersection is projected to operate at LOS "C" overall during the weekday AM and midday peak hours, at LOS "D" overall during the weekday PM peak hour, and at LOS "F" overall during the Saturday midday peak hour.
- West 125th Street/Broadway Avenue During the weekday AM and weekday midday peak hours, all approaches are projected to operate at LOS "C" or better, except for northbound and southbound left-turns which are projected to operate at LOS "D" during both peak hours. During the weekday PM peak hour, all approaches are projected to operate at LOS "C" or better, except for eastbound, northbound, and southbound left-turns which are projected to operate at LOS "C" or better, except for eastbound, northbound, and southbound left-turns which are projected to operate at LOS "D", and the northbound through approach which is projected to operate at LOS "E". During the Saturday midday peak hour, all approaches are projected to operate at LOS "C" or better, except for northbound right-turns and the southbound through approach which are projected to operate at LOS "C" or better, except for northbound right-turns and the southbound through approach which are projected to operate at LOS "C" or better, except for northbound right-turns and the southbound through approach which are projected to operate at LOS "D". The intersection is projected to operate at LOS "C" overall during the weekday AM, weekday midday, and Saturday midday peak hours, and at LOS "D" overall during the weekday PM peak hour.
- <u>West 125th Street/St. Clair Place</u> This intersection is proposed to be signalized as part of the Manhattanville Mixed-Use Zoning District project. Under traffic signal control, all approaches to the intersection are projected to operate at LOS "C" or better during the four peak hours analyzed, with the exception of the eastbound approach which is projected to operate at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "C" or better overall during the four peak hours analyzed.
- <u>West 125th Street/12th Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, except for southbound

<u>left-turns</u> which <u>are</u> projected to operate at LOS "<u>D</u>" during the weekday <u>midday</u> peak hour <u>and at LOS "F" during the Saturday midday peak hour, and westbound right-turns,</u> <u>which are projected to operate at LOS "D" during the Saturday midday peak hour.</u> The intersection is projected to operate at LOS "<u>D</u>" overall during the Saturday midday peak hour, at LOS "<u>C</u>" <u>or better</u> overall during the <u>other three</u> peak hours evaluated.

124th Street Corridor

- <u>East 124th Street/Second Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "B" overall during all four of the peak hours analyzed.
- <u>East 124th Street/Third Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. This intersection is projected to operate at LOS "B" overall during all four of the peak hours analyzed.
- <u>East 124th Street/Lexington Avenue</u> The southbound approach is projected to operate at LOS "C" or better during all four peak hours analyzed. The eastbound approach is projected to operate at LOS "C" during the Saturday midday peak hour, at LOS "D" during the weekday midday peak hour, and at LOS "E" during the weekday AM and PM peak hours. The intersection is projected to operate at LOS "D" overall during the weekday AM peak hour and at LOS "C" overall during the other three peak hours analyzed.
- <u>East 124th Street/Park Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, <u>with the exception of the southbound approach which is projected to operate at LOS "D" during the weekday PM peak hour</u>. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.
- <u>East 124th Street/Madison Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" or better overall during all four peak hours analyzed.
- <u>124th Street/Fifth Avenue</u> At this unsignalized "T"-intersection, the southbound leftturn lane is projected to operate at LOS "B" during all four peak hours analyzed. The southbound right-turn lane is projected to operate at LOS "<u>B</u>" during the weekday and Saturday midday peak hours, at LOS "D" during the weekday PM peak hour, and LOS "E" during the weekday AM peak hour.
- <u>West 124th Street/Mt. Morris Park West</u> At this unsignalized "T"-intersection, the westbound approach is projected to operate at LOS "A" during all four peak hours analyzed.
- <u>West 124th Street/Lenox Avenue</u> The northbound, southbound, and westbound approaches are projected to operate at LOS "C" or better during all four peak hours

analyzed. The eastbound approach is projected to operate in the LOS "C/D" range during <u>all four</u> peak hours <u>analyzed</u>. The intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.

- <u>West 124th Street/Adam Clayton Powell Jr. Boulevard</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "B" overall during all four peak hours analyzed.
- West 124th Street/Frederick Douglass Boulevard All approaches to this intersection are
 projected to operate at LOS "C" or better during all four peak hours analyzed, <u>with the
 exception of the eastbound approach which is projected to operate at LOS "D" during the
 weekday PM peak hour</u>. The intersection is projected to operate at LOS "C" or better
 overall during all four peak hours analyzed.
- <u>West 124th Street/St. Nicholas Avenue-Manhattan Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed. The intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

116th Street Corridor

- <u>East 116th Street/Park Avenue</u> All approaches to this intersection are projected to operate at LOS "C" or better during each of the four peak hours analyzed, except the southbound approach which is projected to operate at LOS "E" during the weekday AM peak hour and at LOS "D" during the weekday PM peak hour. The intersection is projected to operate at LOS "D" overall during the weekday AM peak hour, and at LOS "C" during the other three peak hours analyzed.
- <u>West 116th Street/Adam Clayton Powell Jr. Boulevard</u> All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, except for the eastbound and westbound approaches which are projected to operate at LOS "D" and "E", respectively, during the weekday AM peak hour. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.
- West 116th Street/Frederick Douglass Boulevard All approaches to this intersection are projected to operate at LOS "C" or better during all four peak hours analyzed, except for the westbound approach which is projected to operate at LOS "<u>E</u>" during the weekday AM peak hour. This intersection is projected to operate at LOS "C" overall during all four peak hours analyzed.

3.15-3 FUTURE WITH THE PROPOSED ACTION

As noted at the beginning of this chapter, 26 projected development sites have been identified and are analyzed herein for future traffic conditions as the RWCDS. The proposed action would result in a net increase of 2,328 residential dwelling units (DUs), 189,099 square-feet of specialty retail space, 19,488 square-feet of boutique retail space, 436,014 square-feet of office space, and 11,672 square-feet of hotel space on the 26 projected development sites. There would be a reduction of 110,986 square-feet of community facilities/institutional space and 26,824 square-feet of storage/manufacturing space on the 26 projected development sites.

Trip Generation and Assignment

Trip generation was calculated separately for each land use component related to the proposed action. Under the proposed action, the No-Action land uses on the 26 development sites would be redeveloped in the future with in accordance with the land use plan under the Action scenario. As a result, the trip generation analysis takes credit for vehicle trips generated by No-Action land uses that would be displaced.

Tables 3.15-4A and 3.15-4B shows the transportation planning assumptions used to estimate the projected vehicle trips under the No-Action condition, including the sizes of each land use, weekday and Saturday daily trip generation rates, temporal distributions, modal splits, and in/out splits. Table 3.15-4C shows the traffic volumes associated with other specific development projects ("soft sites"). Tables 3.15-5A and 3.15-5B show the corresponding transportation planning assumptions for the Action condition. Table 3.15-6 compares the resulting vehicle trip generation characteristics under No-Action and Action conditions to determine the vehicle trip increments during each of the four peak hours. As shown in Table 3.15-6, the proposed action condition is projected to generate net vehicle trip increments of:

- 329 vehicle trips during the weekday AM peak hour (7:45 to 8:45 AM),
- 493 vehicle trips during the weekday midday peak hour (1:00 to 2:00 PM),
- 724 vehicle trips during the weekday PM peak hour (4:00 to 5:00 PM), and
- 5<u>71</u> vehicle trips during the Saturday midday peak hour (1:00 to 2:00 PM).

The resulting vehicle trips were assigned to the study area based on their anticipated origins and destinations, using the most direct routes to and from <u>each of the 26 projected development sites</u>. Figures 3.15-10 to 3.15-13 show the incremental traffic assignments generated by the proposed action during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. Figures 3.15-14 to 3.15-17 show the total traffic volumes under the Action condition for each of the four analysis peak hours, which are a combination of the incremental project-related traffic and the traffic volumes in the future No-Action condition.

Site #1													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate			Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	10,827	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	69	422	213	502
Office/Commercial ⁵	12,932	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	28	35	33	3
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	97	457	246	505

Site #2													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	15,983	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	102	623	315	741
Office/Commercial ⁵	30,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	65	81	76	7
Total Square Footage (n/a residential and hotel)	46,167							TOTAL PER	SON TRIPS	167	704	391	748

Site #3													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional ^{8a}	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional ^{8b}	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Total Square Footage (n/a residential and hotel)	11.890							TOTAL PER	SON TRIPS	28	36	35	17

Site #4													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	icteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	10,858	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	69	423	214	503
Office/Commercial ⁵	10,858	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	23	29	27	3
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	92	452	241	506

Site #5													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential ²	N/A	32	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	26	13	28	18
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	74	310	179	372

Site #6													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Office/Commercial ⁵	33,740	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	73	91	85	8
Total Square Footage (n/a residential and hotel)	33 740							TOTAL PER	SON TRIPS	73	91	85	8

Site #7													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	octeristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	10,540	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	411	207	489
Total Square Footage (n/a residential and hotel)	10.540							TOTAL PER	SON TRIPS	67	411	207	489

Site #8													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	26,424	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	168	1,029	520	1,225
Office/Commercial ⁵	12,707	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	27	34	32	3
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	195	1,064	552	1,228

Site #9													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	102,955	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,555	1,604	1,966
Total Square Footage (n/a residential and hotel)							-	TOTAL PER	SON TRIPS	0	1,555	1,604	1,966

Site #10													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	38,000	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	574	592	726
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	0	574	592	726

Site #11													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	17,614	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	112	686	347	817
Office/Commercial ⁵	5,046	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	11	14	13	1
Total Square Footage (n/a residential and hotel)	22,660							TOTAL PER	SON TRIPS	123	700	359	818

Site #12													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	27,950	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	178	1,089	550	1,296
Total Square Footage (n/a residential and hotel)	27.950							TOTAL PER	SON TRIPS	178	1,089	550	1,296

Site #13													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		ral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	90,828	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,372	1,415	1,735
Total Square Footage (n/a residential and hotel)	90.828						-	TOTAL PER	SON TRIPS	0	1,372	1,415	1,735

Site #14						N CONDIN							
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	19,521	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	124	760	384	905
Office/Commercial ⁵	7,699	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	17	21	19	2
Storage/Manufacturing ⁹	13,274	N/A	N/A	7.4 trips per gross square- feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	13	10	14	2
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	153	791	417	909

Site #15													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	our %)	Estimated	Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Community Facility/Institutional ^{8a}	39,095	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	101	129	133	104
Community Facility/Institutional ^{8b}	39,095	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	84	106	99	9
Residential ²	N/A	73	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	59	29	65	41
Total Square Footage (n/a residential and hotel)	99,908							TOTAL PER	SON TRIPS	383	1,110	724	1,162

Site #16		-											
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	15,767	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	614	310	731
Office/Commercial ⁵	1,261	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	3	3	3	0
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	103	618	313	731

Site #17													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	10,722	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	68	418	211	497
Residential ²	N/A	29	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	23	12	26	16
Total Square Footage (n/a residential and hotel)	10 722							TOTAL PER	SON TRIPS	92	429	237	513

Site #18													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	7,473	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	47	291	147	346
Office/Commercial ⁵	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Community Facility/Institutional ^{8a}	14,047	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	36	46	48	37
Community Facility/Institutional ^{8b}	14,047	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	30	38	35	3
Residential ²	N/A	39	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	31	16	35	22
Total Square Footage (n/a residential and hotel)	35,567							TOTAL PER	SON TRIPS	146	391	265	409

Site #19						N CONDIN							
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak F	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	ft.) Units Space	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional ^{8a}	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional ^{8b}	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Total Square Footage (n/a residential and hotel)	20.586							TOTAL PER	SON TRIPS	49	62	61	30

Site #20													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	icteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	4,289	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	167	84	199
Residential ²	N/A	18	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	15	7	16	10
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	42	174	100	209

Site #21													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional ^{8a}	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional ^{8b}	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial ⁵	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail ³	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	937	2,817	2,799	2,249

Site #22													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	(sq. ft.) Units Spa	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	796	821	1,006	
Office/Commercial ⁵	25,591	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	55	69	64	6
Total Square Footage (n/a residential and hotel)	78,271							TOTAL PER	SON TRIPS	55	865	885	1,012

Site #23													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate			Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	11,643	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	74	453	229	540
Hotel ^{6,7}	8,512	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	9	11	11	17
Residential ²	N/A	20	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	16	8	18	11
Total Square Footage (n/a residential and hotel)	20,155							TOTAL PER	SON TRIPS	99	473	258	568

Site #24													
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Estimated	l Person-Trip Ge	eneration Chara	acteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	5,200	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	33	203	102	241
Storage/Manufacturing ⁹	13,550	N/A	N/A	7.4 trips per gross square- feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	13	10	14	2
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	46	213	116	243

Site	#25
0.00	

	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily		oral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	cteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate			Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	8,550	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	54	333	168	396
Community Facility/Institutional ^{8a}	4,275	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	11	14	15	11
Community Facility/Institutional ^{8b}	4,275	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	9	12	11	1
Total Square Footage (n/a residential and hotel)	17 100							TOTAL PER	SON TRIPS	75	359	194	409

	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Estimated	Person-Trip Ge	eneration Chara	octeristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential ²	N/A	93	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	75	38	83	53
Total Square Footage (n/a residential and hotel)								TOTAL PER	SON TRIPS	134	400	266	484
TOTAL EXISTING VEHICLE TRIPS	1,386,056									3,408	17,515	13,092	19,343

Footnotes:

1 = Negative values represent a net loss from existing condition.

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2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8 = A to PCR 1/2 that floar orac excurred to the circular to reconstrue use (trip rate and temporal distribution)

r = rup rate and temporal distribution assumptions. Automic Tards Autentic Tards Auton Au

Site #1							Ectimate	d Mode Spl	e (AM E	M SAT					Eet	imated Mode	a Solit (MI							atimated	Vehield	a Tein Ca	norotion (Charget	e si e ti e a			
Site #1	Estimate	ed Person-Trip G	eneration Chara	cteristics			Estimate	a mode Spi	It (AM, P	m, SAT)					EST	imated Mode	e Split (ML	<i>"</i>			Weekday	M Pea		Weekda	y Midda Hour	e-Trip Ge ay Peak	Weekday			Saturd	y Midday Hour	y Peak
Land Use	Weekday AM	Weekday Midday Peak	Weekday PM	Saturday Midday Peak	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Тахі	Subway	Railroad	Bus	Walk	Other	Total	Total	in ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
	Peak Hour	Hour	Peak Hour	Hour																								-				our
Boutique Retail 4	69	422	213	502	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0% 1	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction ² = Net New Trips After Pass-by/Link																						0	0	4	2	2	2	1	1	4	2	2
Trip Reduction ³ =																						1	1	11	5	5	5	3	3	13	7	5
Office/Commercial 5	28	35	33	3	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0% 1	100.0%		6	0	2	1	1	7	0	7	1	0	0
]																8	7	1	13	6	7	12	3	9	13	8	6
Site #2	Factoria						Estimate	d Mode Spl	it (AM, F	M, SAT)					Est	imated Mode	e Split (MD)			Weekday			stimated Weekda			Weekday			Saturd	ay Midday	y Peak
Land Use		ed Person-Trip Ge Weekday		Saturday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total		T		1	Hour	1		Ì	1		Hour	
	Weekday AM Peak Hour	Midday Peak Hour	Weekday PM Peak Hour	Midday Peak Hour																	Total	in ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Boutique Retail ⁴	102	623	315	741	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0% 1	100.0%	3	2	2	21	10	10	11	5	5	25	14	11
Pass-by/Linked Trip Reduction ³ =																					0	0	0	5	3	3	3	1	1	6	3	3
Net New Trips After Pass-by/Link Trip Reduction ³ =																					3	2	2	16	8	8	8	4	4	19	11	8
Office/Commercial 5	65	81	76	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0% 1	100.0%	14	13	1	5	2	3	16	1	15	2	1	1
																					17	15	2	21	10	11	24	5	19	20	11	9
Site #3			I		1		Ectimate	d Mode Spl	» /AM E	M SATI					Eet	imated Mode	a Solit (MI									e-Trip Ge	eneration (
	Estimate	ed Person-Trip G	eneration Chara	cteristics																	Weekday	M Pea				ay Peak	Weekday			Saturd	ay Midday Hour	y Peak
Land Use	Weekday AM	Weekday Midday Peak	Weekday PM	Saturday Midday Peak	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	in ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
	Peak Hour	Hour	Peak Hour	Hour																							-		-			
Community Facility/Institutional Its	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%		70.0%		100.0%		1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional ^{8b}	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0% 1	100.0%		3	0	1	0	1	3	0	3	0	0	0
																					4	3	1	3	1	1	5	2	3	2	1	1
Site #4	1				_		Estimate	d Mode Spl	it (AM, F	M, SAT)	1				Est	imated Mode	e Split (MI)	-				E	stimated Weekda	Vehicle v Midd	e-Trip Ge av Peak	Weekday	Charact	teristics	Saturd	w Midday	v Peak
Land Use		ed Person-Trip Ge Weekday		cteristics Saturday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Тахі	Subway	Railroad	Bus	Walk	Other	Total	Weekday	M Pea	ak Hour		Hour	, , , oak	Weekday	y PM Pe	eak Hour		Hour	,un
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour																	Total	in ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Boutique Retail ⁴	69	423	214	503	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0% 1	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction ² =		1	1	1																	0	0	0	4	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction ³ =																					2	1	1	11	5	5	5	3	3	13	7	5
Office/Commercial 5	23	29	27	3	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0% 1	100.0%	5	5	0	2	1	1	6	0	6	1	0	0
																						6	1	13	6	7	11	3	8	13	8	6
Site #5	<u>ı </u>	1	I	1			Easta	d Mode Spl	ir (A	M 0.**						imated Mode	a Selia 4/-						-						1 °		-	
Site #5	Estimate	ed Person-Trip G	eneration Chara	cteristics			Estimate	a mode Spi	It (AM, P	m, SAI)					EST	imated Mod	e Split (ML	<u>n</u>			Weekday	M Pea	ak Hour	Weekda	y Midda Hour	e-Trip Ge ay Peak	Weekday	Charact by PM Pe	eak Hour	Saturd	y Midday Hour	y Peak
Land Use	Weekday AM	Weekday	Weekday PM	Saturday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	*	in ¹⁰	0	T	In ¹⁰	0		In ^{so}	0	T		Out ¹⁰
	Peak Hour	Midday Peak Hour	Peak Hour	Midday Peak Hour																	Total	n"	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In**	Out ¹⁰	Total	In ¹⁰	Out
Boutique Retail ⁴	26	13	28	18	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0% 1	00.0%		0	0	0	0	0	1	0	0	1	0	0
Pass-by/Linked Trip Reduction ² = Net New Trips After Pass-by/Link																						0	0	0	0	0	0	0	0	0	0	0
Trip Reduction ³ =																						0	0	0	0	0	1	0	0	0	0	0
Residential ²	26	13	28	18	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0% 1	100.0%	2	0	2	1	1	1	2	2	1	2	1	1
																					3	1	2	1	1	1	3	2	1	2	1	1
Site #6	r				<u> </u>		Estimate	d Mode Spl	it (AM, F	M, SAT)					Est	imated Mode	e Split (MI)	-					stimated Weekda			eneration (Patrical	y Midday	u Baak
Land Use		ed Person-Trip Ge Weekday		cteristics Saturday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Тахі	Subway	Railroad	Bus	Walk	Other	Total	Weekday	M Pea	ak Hour	Weekua	Hour	ау геак	Weekday	y PM Pe	eak Hour	Jaturu	Hour	y Feak
	Weekday AM Peak Hour	Midday Peak Hour	Weekday PM Peak Hour	Midday Peak Hour																	Total	in ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Office/Commercial 5	73	91	85	8	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0% 1	100.0%	16	15	1	6	2	4	18	1	17	2	1	1
								1									I				16	15	1	6	2	4	18	1	17	2	1	1
Site #7							Estimate	d Mode Spl	it (AM, F	M, SAT)			r		Est	imated Mode	e Split (MD)					E	stimated	Vehicle	e-Trip Ge	eneration (Charact	teristics ²			1
	Estimate	ed Person-Trip G	eneration Chara	cteristics																	Weekday	M Pea	ak Hour	Weekda	ay Midd: Hour	ay Peak	Weekday	y PM Pe	eak Hour	Saturd	ay Midday Hour	y Peak
Land Use		Weekday Midday Peak	Weekday PM	Saturday Midday Peak	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	in ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
	Weekday AM		Peak Hour	Hour					6.0%				2.0%	3.0%		0.0%	6.0%	83.0%	0.0% 1	100.0%	2	1		14	7	7	7	3	3	16	9	7
	Peak Hour	Hour	207		2.08/	2.04/	e 06/	0.0%					2.076					03.0%	0.0%	100.0%		0	0	3	2	2			3	4	2	2
Boutique Retail ⁴		Hour 411	207	489	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%		0.070	6.0%	0.0%						0		3						~	2	5
Boutique Retail ⁴ Pass-by/Linked Trip Reduction ² = Net New Trips After Pass-by/Link	Peak Hour	Hour	207	489	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%		0.070	6.0%	0.0%						1	1	10	5		2	1	1	12	7	
Boutique Retail ⁴ Pass-by/Linked Trip Reduction ² =	Peak Hour	Hour	207	489	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%		0.070	6.0%	0.0%					2	1	1	10	5	5	5	1	3	12	7	
Boutique Retail ⁴ Pass-by/Linked Trip Reduction ² = Net New Trips After Pass-by/Link Trip Reduction [*] =	Peak Hour	Hour	207	489	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%		0.07	6.0%							1	1	10	5	5	5	1 3 3	3	12 12	7	5
Boutique Retail ⁴ Pass-by/Linked Trip Reduction ² = Net New Trips After Pass-by/Link	Peak Hour	Hour	207	489	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%		0.07	6.0%	imated Mode	e Split (MC)			2		1 E	10	5 I Vehicle ay Midda	5 e-Trip Ge	5 5 eneration (1 3 3	3 3 teristics ²	12	7 ay Midday	5
Boutique Retail ⁴ Pass-by/Linked Trip Reduction ² = Net New Trips After Pass-by/Link Trip Reduction [*] =	Peak Hour	Hour 411 ed Person-Trip Gr	207 eneration Chara Weekday PM	interistics Saturday	2.0%	3.0%	6.0% Estimate Subway	0.0% d Mode Spl	it (AM, F Bus	83.0%	0.0%	Total	Auto	Тахі	6.0% Est	imated Mode	e Split (MC	0) Walk	Other	Total	2 2 Weekday	1 AM Pea	1 E ak Hour	10 stimated Weekda	5 I Vehicle ay Midd: Hour	5 e-Trip Ge ay Peak	5 5 Weekday	1 3 Charact	3 3 teristics ³ eak Hour	12 Saturd	7 ay Midday Hour	5 ny Peak
Boutque Retail ⁴ Pass-systLinked Trip Reduction ³ = Net New Trips After Pass-bytLink Trip Reduction ³ = Site #8 Land Use	Peak Hour 67 Estimate Weekday AM Peak Hour	Hour 411 ad Person-Trip Gr Weekday Midday Peak Hour	eneration Chara Weekday PM Peak Hour	acteristics Saturday Midday Peak Hour	Auto	Taxi	Estimate	d Mode Spl Railroad	it (AM, F Bus	M, SAT) Walk	Other	Total		Taxi	Est	imated Mode Railroad	e Split (ME Bus				2 2 Weekday	1 AM Pea	1 ak Hour Out ¹⁰	10 stimated Weekda Total	5 I Vehicle ay Midda Hour In ¹⁰	5 e-Trip Ge ay Peak Out ¹⁰	5 5 Weekday Total	1 3 Charact ay PM Pe	3 3 teristics ² eak Hour Out ¹⁰	12 Saturd Total	7 ay Midday Hour In ¹⁰	5 ny Peak Out ¹⁰
Boutque Retail ⁴ Pass-by/Linied Trip Reduction ⁷ – Net New Trips Altur Pass-by/Linit Trip Reduction ⁷ Site #8 Land Use Boutque Retail ⁴	Peak Hour 67 Estimate Weekday AM	Hour 411 ed Person-Trip Gr Weekday Midday Peak	eneration Chara Weekday PM	Interistics Saturday Midday Peak			Estimate	d Mode Spl	it (AM, F	M, SAT)			Auto		Est	imated Mode	e Split (MC Bus			Total	2 2 Weekday Total 6	1 AM Pea in ¹⁰ 3	1 ak Hour Out ¹⁰ 3	10 stimated Weekda Total 35	5 I Vehicle ay Midda Hour In ¹⁰ 17	5 e-Trip Ge ay Peak Out ¹⁰ 17	5 S Weekday Total 17	1 3 Characte ay PM Pe	3 3 teristics ⁹ eak Hour Out ¹⁰ 9	12 Saturd Total 41	7 Hour In ¹⁰ 23	5 Out ¹⁰
Boutque Retail ⁴ Pass-systLinked Trip Reduction ³ = Net New Trips After Pass-bytLink Trip Reduction ³ = Site #8 Land Use	Peak Hour 67 Estimate Weekday AM Peak Hour	Hour 411 ad Person-Trip Gr Weekday Midday Peak Hour	eneration Chara Weekday PM Peak Hour	acteristics Saturday Midday Peak Hour	Auto	Taxi	Estimate	d Mode Spl Railroad	it (AM, F Bus	M, SAT) Walk	Other	Total		Taxi	Est	imated Mode Railroad	e Split (ME Bus				2 2 Weekday / Total 6 0	1 AM Pea in ¹⁰ 3 0	1 ak Hour Out ¹⁰ 3 0	10 stimated Weekda Total 35 9	5 Vehicle ay Midda Hour In ¹⁰ 17	5 e-Trip Ge ay Peak Out ¹⁰ 17 4	5 5 Weekday Total 17 4	1 3 Charact ay PM Pe In ¹⁰ 9 2	3 3 eak Hour Out ¹⁰ 9 2	12 Saturd Total 41 10	7 ay Midday Hour In ¹⁰ 23 5	5 y Peak Out ¹⁰ 18 5
Bourlove Retail ⁴ Pass-byLinked Trip Reduction ⁹ Net New Trips Alker Pass-byLink Trip Reduction ² Size #8 Land Use Bourlove Retail ⁴ Pass-byLinked Trip Reduction ⁷ Net New Trips Alker Pass-byLink	Peak Hour 67 Estimate Weekday AM Peak Hour 168	Hour 411 d Person-Trip Gr Weekday Midday Peak Hour 1.029	eneration Chara Weekday PM Peak Hour 520	Anteristics Saturday Midday Peak Hour 1.225	Auto	Taxi	Estimate Subway 6.0%	d Mode Spl Railroad	it (AM, F Bus 6.0%	Walk	0.0%	Total	2.0%	Taxi 3.0%	Est Subway 6.0%	imated Mode Railroad	e Split (MC Bus 6.0%	83.0%	0.0% 1	100.0%	2 2 Weekday Total 6 0 6	1 AM Pea in ¹⁰ 3 0 3	1 E ak Hour Out ¹⁰ 3 0 3	10 stimated Weekda Total 35 9 26	5 I Vehicle ay Midda Hour In ¹⁰ 17 4 13	5 e-Trip Ge ay Peak Out ¹⁰ 17 4 13	5 5 Weekday Total 17 4 13	1 3 3 Charact ay PM Pe In ¹⁰ 9 2 7	3 3 teristics" eak Hour 0ut ¹⁰ 9 2 7	12 Saturd Total 41 10 31	7 hy Midday Hour In ¹⁰ 23 5 17	5 0ut ¹⁰ 18 5 13
Bourloare Retail ⁴ Prass-by/Linked Trip Reduction ⁷ = Net New Trips Altur Pass-by/Link Trip Reductors ⁷ = Site #8 Land Use Bourloare Retail ⁴ Prass-by/Linked Trip Reduction ⁹ = Net New Trips Altur Pass-by/Link	Peak Hour 67 Estimate Weekday AM Peak Hour	Hour 411 ad Person-Trip Gr Weekday Midday Peak Hour	eneration Chara Weekday PM Peak Hour	acteristics Saturday Midday Peak Hour	Auto	Taxi	Estimate	d Mode Spl Railroad	it (AM, F Bus	Walk	Other	Total		Taxi	Est	imated Mode Railroad	e Split (MC Bus 6.0%		0.0% 1		2 2 Weekday Total 6 0 6 6 6 6 6 6 6 6	1 AM Pea in ¹⁰ 3 0 3 6	1 Bik Hour Out ¹⁰ 3 0 3 0	10 stimated Weekda 35 9 26 2	5 Vehicle ay Midda Hour In ¹⁰ 17 4 13 1	5 e-Trip Ge ay Peak Out ¹⁰ 17 4 13 1	5 5 Weekday Total 17 4 13 7	1 3 3 Charact by PM Pe 9 9 2 7 0	3 teristics ² eak Hour Out ⁵⁰ 9 2 7 7 7	12 Saturd Total 41 10 31 1	7 ay Midday Hour In ¹⁰ 23 5 17 0	5 y Peak Out ¹⁰ 18 5 13 0
Boutique Retail ⁴ Pass-byte.inteed Trip Reduction ⁹ Net New Trips Anter Pass-byt.inte Trip Reduction ² Site #8 Land Use Boutique Retail ⁴ Pass-byt.inteed Trip Reduction ⁹ Net New Trips Anter Pass-byt.inte	Peak Hour 67 Estimate Weekday AM Peak Hour 168	Hour 411 d Person-Trip Gr Weekday Midday Peak Hour 1.029	eneration Chara Weekday PM Peak Hour 520	Anteristics Saturday Midday Peak Hour 1.225	Auto	Taxi	Estimate Subway 6.0% 30.0%	d Mode Spi Railroad 0.0%	it (AM, F Bus 6.0% 12.0%	M, SAT) Walk 83.0%	0.0%	Total	2.0%	Taxi 3.0%	Est Subway 6.0% 10.0%	imated Mode Railroad 0.0%	e Split (M Bus 6.0% 5.0%	83.0%	0.0% 1	100.0%	2 2 Weekday Total 6 0 6 6 6 6 6 6 6 6	1 AM Pea in ¹⁰ 3 0 3	1 E ak Hour Out ¹⁰ 3 0 3	10 stimated Weekda Total 35 9 26	5 I Vehicle ay Midda Hour In ¹⁰ 17 4 13	5 e-Trip Ge ay Peak Out ¹⁰ 17 4 13	5 5 Weekday Total 17 4 13	1 3 3 Charact ay PM Pe In ¹⁰ 9 2 7	3 3 teristics" eak Hour 0ut ¹⁰ 9 2 7	12 Saturd Total 41 10 31	7 hy Midday Hour In ¹⁰ 23 5 17	5 0ut ¹⁰ 18 5 13
Boutique Retail ⁴ Pass-byte.inteed Trip Reduction ⁹ Net New Trips Anter Pass-byt.inte Trip Reduction ² Site #8 Land Use Boutique Retail ⁴ Pass-byt.inteed Trip Reduction ⁹ Net New Trips Anter Pass-byt.inte	Peak Hour 67 Estimate Weekdsy AM Peak Hour 168 27	Hour 411 ed Person-Trip Gr Weekday Midday Peak Hour 1,029 34	Weekday PM Peak Hour 520 32	Interistics Saturday Midday Peak Hour 1,225 3	Auto	Taxi	Estimate Subway 6.0% 30.0%	d Mode Spl Railroad	it (AM, F Bus 6.0% 12.0%	M, SAT) Walk 83.0%	0.0%	Total	2.0%	Taxi 3.0%	Est Subway 6.0% 10.0%	imated Mode Railroad	e Split (M Bus 6.0% 5.0%	83.0%	0.0% 1	100.0%	2 Weekday Total 6 6 6 6 12	1 MM Pes in ¹⁰ 3 6 8	1 ak Hour Out ¹⁰ 3 0 3 0 3 E	10 stimated Weekda Total 35 9 26 2 28 stimated	5 Vehicle ay Midd: Hour In ¹⁰ 17 4 13 1 1 14 Vehicle ay Midd:	5 e-Trip Ge ay Peak Out ¹⁰ 17 4 13 1 14 e-Trip Ge	5 5 Weekday Total 17 4 13 7 20	1 3 3 Characte In ⁶⁰ 9 2 7 0 7 7 0 Characte	3 3 teristics ² eak Hour Out ⁵⁰ 9 2 7 7 13 teristics ²	12 Saturd Total 41 10 31 1 31	7 ay Midday Hour 23 5 17 0 18 39 Midday	5 y Peak Out ¹⁰ 18 5 13 0 14
Bourlope Retail * Pass-bylinked 7/6 Reduction * Net New Trips Natur Pass-bylink Trip Reduction * Site #8 Land Use Bourlope Retail * Pass-bylinked Trip Reduction * Net New Trips Rother Pass-bylink Office/Commercial *	Peak Hour 67 67 Estimate Veekday AM Peak Hour 168 27 27 Estimate	Hour 411 Ad Person-Trip Ge Weekday Midday Peak Hour 1,029 34 34	Weekday PM Peak Hour 520 32 32	Interistics Interi	Auto	Taxi	Estimate Subway 6.0% 30.0%	d Mode Spi Railroad 0.0%	it (AM, F Bus 6.0% 12.0%	M, SAT) Walk 83.0%	0.0%	Total	2.0%	Taxi 3.0%	Est Subway 6.0% 10.0%	imated Mode Railroad 0.0%	e Split (MC Bus 6.0% 5.0%	83.0%	0.0% 1	100.0%	2 2 Weekday Total 6 0 6 6 6 6 6 6 6 6	1 MM Pes in ¹⁰ 3 6 8	1 ak Hour Out ¹⁰ 3 0 3 0 3 E	10 stimated Weekda Total 35 9 26 2 28	5 I Vehicle ay Midda Hour In ¹⁰ 17 4 13 1 1 14	5 e-Trip Ge ay Peak Out ¹⁰ 17 4 13 1 14 e-Trip Ge	5 5 Weekday Total 17 4 13 7 20	1 3 3 Characte In ⁶⁰ 9 2 7 0 7 7 0 Characte	3 teristics ² eak Hour Out ⁵⁰ 9 2 7 7 7	12 Saturd Total 41 10 31 1 31	7 ay Midday Hour In ¹⁰ 23 5 17 0 18	5 y Peak Out ¹⁰ 18 5 13 0 14
Boudaye Retail * Press-bylichied Trip Reduction * Net New Trips May Pass-bylichie Trip Reduction * Sale ## Land Use Boudayes Retail * Press-bylichied Trip Reduction * Net New Trips After Pass-bylichie Trips After Pass-bylichied Office/Commercial *	Peak Hour 67 Estimate Weekdsy AM Peak Hour 168 27	Hour 411 ed Person-Trip G Weekday Middy Peak Hour 1,029 34 ed Person-Trip G Weekday Middy Peak	Weekday PM Peak Hour 520 32	cteristics Saturday Midday Peak 1,225 3 3 cteristics Saturday Midday Peak	Auto 2.0% 33.0%	Taxi 3.0%	Estimate Subway 6.0% 30.0% Estimate	d Mode Spl Railroad 0.0% 3.0% d Mode Spl	it (AM, F Bus 6.0%	M, SAT) Walk 83.0%	0.0%	Total 100.0%	5.0%	Taxi 3.0%	Est Subway 6.0% 10.0% Est	imated Mode Railroad 0.0%	e Split (MC Bus 6.0% 5.0%	83.0% 75.0%	0.0% 1	100.0%	2 2 Weekday Total 6 0 6 12 Weekday	1 MM Pes in ¹⁰ 3 6 8	1 ak Hour Out ¹⁰ 3 0 3 0 3 E	10 stimated Weekda Total 35 9 26 2 28 stimated	5 Vehicle ay Midd: Hour In ¹⁰ 17 4 13 1 1 14 Vehicle ay Midd:	5 e-Trip Ge ay Peak Out ¹⁰ 17 4 13 1 14 e-Trip Ge	5 5 Weekday Total 17 4 13 7 20	1 3 3 Characte In ⁶⁰ 9 2 7 0 7 7 0 Characte	3 3 teristics ² eak Hour Out ⁵⁰ 9 2 7 7 13 teristics ²	12 Saturd Total 41 10 31 1 31	7 ay Midday Hour 23 5 17 0 18 39 Midday	5 y Peak Out ¹⁰ 18 5 13 0 14
Boudaye Retail * Press-bylichied Trip Reduction * Net New Trips May Pass-bylichie Trip Reduction * Sale ## Land Use Boudayes Retail * Press-bylichied Trip Reduction * Net New Trips After Pass-bylichie Trips After Pass-bylichied Office/Commercial *	Peak Hour 67 67 Estimate Weekday AM 207 207 Estimate Veekday AM	Hour 411 ad Person-Trip GP Weekday Hour 1,029 34 34	eneration Chara Weekday PM Peak Hour 520 32 32 eneration Chara	cteristics Saturday Midday Paak Hour 1,225 3 cteristics Saturday	Auto 2.0% 33.0%	Taxi 3.0%	Estimate Subway 6.0% 30.0% Estimate	d Mode Spl Railroad 0.0% 3.0% d Mode Spl	it (AM, F Bus 6.0%	M, SAT) Walk 83.0%	0.0%	Total 100.0%	5.0%	Taxi 3.0%	Est Subway 6.0% 10.0% Est	imated Mode Railroad 0.0%	e Split (MC Bus 6.0% 5.0%	83.0% 75.0%	0.0% 1 0.0% 1 0.0% 1	100.0%	2	1 AM Pece in ¹⁰ 3 0 3 6 8 8	1 E Hour Out ¹⁰ 3 0 3 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0 3 0 1 1 1 1 1 1 1 1 1 1 1 1 1	10 stimated Weekda Total 35 9 26 2 28 stimated Weekda	5 I Vehicle ay Midd: Hour In ¹⁰ 17 4 13 1 14 I Vehicle ay Midd: Hour	5 e-Trip Ge ay Peak 0ut ¹⁰ 17 4 13 1 1 14 e-Trip Ge ay Peak	5 S Weekday Total 17 4 13 7 20 Seekday Seekday	1 3 Character sy PM Pe 9 2 7 0 7 Character y PM Pe	3 3 teristics ² eak Hour Out ⁵⁰ 9 2 7 7 13 teristics ² teristics ² 8 4 9 2 7 13	12 Saturd Total 41 10 31 1 31 Saturd	7 ay Midday Hour 23 5 17 0 18 ay Midday Hour	5 y Peak 0ut ¹⁰ 18 5 13 0 14 y Peak
Bourlague Rental * Pass-bylichied 7/ip Reduction * Net New Trips Anter Pass-bylichin Trips Reduction * Site # Cuand Use Bourlague Rental * Pass-bylichied 7/ip Reduction * Rentwo Trips Anter Pass bylichin Trip Reduction * Site #9 Land Use Specially Rental * Pass-bylichied 7/ip Reduction *	Peak Hour 67 Estimate Weekdsy AM Peak Hour 168 27 27 Estimate	Hour 411 ed Person-Trip GM Middsy Peak Hour 1.029 34 34 d Person-Trip GM Weekday Middsy Peak	eneration Chara Weekday PM Peak Hour 520 32 aneration Chara Weekday PM Peak Hour	storistics Saturday Midday Pask Hour 1.225 3 Saturday Midday Peak Hour	2.0% 33.0%	Taxi 3.0% 2.0%	Estimate Subway 6.0% 30.0% Estimate Subway	d Mode Spl Railroad 0.0% 3.0% d Mode Spl Railroad	it (AM, F Bus 6.0% 12.0% it (AM, F Bus	M, SAT) Walk 83.0% 18.0% M, SAT) Walk	0ther 0.0% 2.0% Other	Total 100.0% 100.0%	2.0% 5.0%	Taxi 3.0% 5.0%	Est Subway 6.0% 10.0% Est Subway	imated Mode Railroad 0.0% 0.0% imated Mode	e Split (MC Bus 6.0% 5.0%	83.0% 75.0%) Walk	0.0% 1 0.0% 1 0.0% 1	100.0%	2	1 MM Pess in ¹⁰ 3 0 3 6 8 8 MM Pess	1 E ak Hour Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 3 0 5 0 3 0 0 3 0 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	10 stimated Weekda 35 9 26 2 28 stimated Weekda Total	S Vehicle ay Midd: Hour In ¹⁰ 17 4 13 1 1 14 14 Vehicle Hour In ¹⁰	5 e-Trip Ge ay Peak 0ut ¹⁰ 17 4 13 1 14 e-Trip Ge ay Peak Out ¹⁰	5 smeration (Weekday Total 17 4 13 7 20 meration (Weekday Total Total	1 1 3 3 Charact 1 y PM Pec y 1 1 1 3 3 Charact 1 9 2 7 0 7 0 7 0 7 Charact U 1 1 1	3 3 teristics ² eak Hour 9 2 7 7 13 teristics ² eak Hour Out ⁵⁰	12 Saturd Total 41 10 31 1 31 Saturd Total	7 Hour In ¹⁰ 23 5 17 0 18 18 ay Midday Hour In ¹⁰	5 0ut ¹⁰ 18 5 13 0 14 y Peak Out ¹⁰
Bautique Retail ⁴ Pess-byl-Inter Trip Anducton ⁷ Net New Trips May Poss-byl-Line Trip Reduction ⁷ Site #8 Land Use Boustque Retail ⁴ Pess-byl-Inter Trip Reduction ⁹ Net New Trips Alter Pess-byl-Inter Trip Reduction ⁹ Site #9 Land Use Specially Retail ⁹	Peak Hour 67 Estimate Weekdsy AM Peak Hour 168 27 27 Estimate	Hour 411 ed Person-Trip GM Middsy Peak Hour 1.029 34 34 d Person-Trip GM Weekday Middsy Peak	eneration Chara Weekday PM Peak Hour 520 32 aneration Chara Weekday PM Peak Hour	storistics Saturday Midday Pask Hour 1.225 3 Saturday Midday Peak Hour	2.0% 33.0%	Taxi 3.0% 2.0%	Estimate Subway 6.0% 30.0% Estimate Subway	d Mode Spl Railroad 0.0% 3.0% d Mode Spl Railroad	it (AM, F Bus 6.0% 12.0% it (AM, F Bus	M, SAT) Walk 83.0% 18.0% M, SAT) Walk	0ther 0.0% 2.0% Other	Total 100.0% 100.0%	2.0% 5.0%	Taxi 3.0% 5.0%	Est Subway 6.0% 10.0% Est Subway	imated Mode Railroad 0.0% 0.0% imated Mode	e Split (MC Bus 6.0% 5.0%	83.0% 75.0%) Walk	0.0% 1 0.0% 1 0.0% 1	100.0%	2 WeekJ Total 6 0 6 12 WeekJ 7 12 12 0 12 0 12 0 12 1 1 1 1 1 1 1 1	1 MM Pess in ¹⁰ 3 0 3 6 8 8 6 8 8 0 0 0 0	1 Bak Hour Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0 3 0 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	10 stimated Weekda Total 35 9 26 2 28 stimated Weekda Total 246	5 Vehicle ay Middi Hour In ¹⁰ 17 4 13 1 14 Vehicle Hour In ¹⁰ 123	5 -Trip Ge ay Peak Out ¹⁰ 17 4 13 1 14 -Trip Ge ay Peak Out ¹⁰ 123	5 smeration (Weekday Total 17 4 13 7 20 meration (Weekday Total 254	1 3 3 Charact In ¹⁰ 9 2 7 0 7 7 Charact PM Pe 2 7 0 7 7 127	3 3 teristics ² out ¹⁰ 9 2 7 7 13 teristics ² 0ut ¹⁰ 127	12 Saturd 41 10 31 1 31 Saturd Total 311	7 39 Midday Hour In ¹⁰ 23 5 17 0 18 99 Midday Hour In ¹⁰ 171	5 Out ¹⁰ 18 5 13 0 14 9 y Peak Out ¹⁰ 140
Boudaye Retail * Press-bylichied Trip Reduction * Net New Trips May Pass-bylichie Trip Reduction * Boudaye Retail * Pass-bylichied Trip Reduction * Net New Trips AMP Pass-bylichie Trips Reduction * Site #9 Land Use Specially Retail * Pass-bylichied Trip Reduction * Net New Trips AMP Pass-bylichied Pass-bylichied Trip Reduction * Net New Trips AMP Pass-bylichied Pass-bylichied Trip Reduction * Net New Trips AMP Pass-bylichied	Peak Hour 67 Estimate Weekdsy AM Peak Hour 168 27 27 Estimate	Hour 411 ed Person-Trip GM Middsy Peak Hour 1.029 34 34 d Person-Trip GM Weekday Middsy Peak	eneration Chara Weekday PM Peak Hour 520 32 aneration Chara Weekday PM Peak Hour	storistics Saturday Midday Pask Hour 1.225 3 Saturday Midday Peak Hour	2.0% 33.0%	Taxi 3.0% 2.0%	Estimate Subway 6.0% 30.0% Estimate Subway	d Mode Spl Railroad 0.0% 3.0% d Mode Spl Railroad	it (AM, F Bus 6.0% 12.0% it (AM, F Bus	M, SAT) Walk 83.0% 18.0% M, SAT) Walk	0ther 0.0% 2.0% Other	Total 100.0% 100.0%	2.0%	Taxi 3.0% 5.0%	Est Subway 6.0% 10.0% Est Subway	imated Mode Railroad 0.0% 0.0% imated Mode	e Split (MC Bus 6.0% 5.0%	83.0% 75.0%) Walk	0.0% 1 0.0% 1 0.0% 1	100.0%	2 Weekd= Total 6 0 6 12 Weekd= 7 7 12 0 0 0 0 0 0 0 0 0	1 M Pes in ¹⁰ 3 6 8 M Pes in ¹⁰ 0 0 0	1 E Ak Hour Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	10 stimated Weekds Total 35 9 26 2 28 stimated Weekds Total 2 28 stimated 61	5 Vehicle Hour In ¹⁰ 17 4 13 1 14 Vehicle Hour Hour 123 31	5 -Trip Ge ay Peak Out ¹⁰ 17 4 13 1 14 -Trip Ge ay Peak -Trip Ge ay Peak -Trip Ge 30 -Trip Ge 30 - 	5 5 Weekday Total 17 4 13 7 20 weekday 7 20 Veekday 254 63	1 1 3 3 Character In ⁶⁰ 9 2 7 0 7 Character In ⁶⁰ 9 2 7 0 7 Character In ⁶⁰ 127 32 32	3 3 teristics ² p 9 2 7 7 13 teristics ² 9 12 7 13 teristics ² 9 13 teristics ² 13 teristics ² 13 13 teristics ² 13 127 22 13 127 13 127 13 127 13 127 127 127 127 127 127 127 127	12 Saturd Total 41 10 31 1 31 31 Saturd Total 311 78	7 9 Hour Hour 1n ¹⁰ 23 5 17 0 18 9 Hidday Hour Hour 171 39	5 0ut ¹⁰ 18 5 13 0 14 0ut ¹⁰ 14 140 39
Bourdague Restail * Pass-byl/Linked 71/p Reduction * Net New Trips Math Pass byl/Link Trip Reduction * Land Use Bourdague Restail * Bourdague Restail * Net New Trips Alter Pass-byl/Link OttoceCommercial * Site #9 Land Use Specially Restail * Pass-byl/Linked 71/p Reduction * Trips Reduction * Trips Reduction *	Peak Hour 67 Estimate Weekdsy AM Peak Hour 168 27 27 Estimate	Hour 411 ed Person-Trip GM Middsy Peak Hour 1.029 34 34 d Person-Trip GM Weekday Middsy Peak	eneration Chara Weekday PM Peak Hour 520 32 aneration Chara Weekday PM Peak Hour	storistics Saturday Midday Pask Hour 1.225 3 Saturday Midday Peak Hour	2.0% 33.0%	Taxi 3.0% 2.0%	Estimate Subway 8.0% 30.0% Estimate Subway 20.0%	d Mode Spj Railroad 0.0% 3.0% d Mode Spj Railroad	it (AM, F Bus 6.0% 12.0% R (AM, F Bus 20.0%	M, SAT) Walk 83.0% 18.0% Walk 35.0%	0.0% 2.0% Other 0.0%	Total 100.0% 100.0%	2.0%	Taxi 3.0% 5.0%	Est Subway 6.0% 10.0% Est Subway 20.0%	Insted Mod Railroad 0.0% Insted Mod Railroad	Split (M Bus 5.0% Split (M Bus 20.0%	83.0% 75.0% Walk 35.0%	0.0% 1 0.0% 1 0.0% 1	100.0%	2 Weekd= Total 6 0 6 12 Weekd= 7 7 12 0 0 0 0 0 0 0 0 0	1 AM Pes in ¹⁰ 3 6 8 AM Pes in ¹⁰ 0 0 0 0	1 E E A HOUT Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 0	10 stimated Weekda 35 9 28 22 28 stimated 246 61 184 184	5 Vehicle y Midd Hour 17 4 13 1 14 Vehicle vy Midd Hour 123 31 92 92	5 e-Trip Ge 20 39 Peak 0ut ¹⁰ 17 4 13 1 14 e-Trip Ge 20 37 92 92	5 5 Weekdsy 7 total 17 4 13 7 20 Weekdsy 7 0 20 Weekdsy 20 4 5 5 13 9 13 9 139	1 1 3 3 Charact in ¹⁹ 9 2 7 0 7 Charact in ¹⁹ 9 2 7 0 7 Charact In ¹⁹ 127 32 95 95	3 3 teristics" 9 2 7 7 13 teristics" 9 12 7 13 teristics" 9 12 7 13 teristics" 9 13 127 32 95 95 95	12 Saturd Total 41 10 31 1 31 31 Saturd Total 311 78 233	7 sy Midday Hour In ¹⁰ 23 5 17 0 18 sy Midday Hour 171 39 132	5 y Peak Out ¹⁰ 18 5 13 0 14 y Peak Out ¹⁰ 14 Out ¹⁰ 14 0 14 14 14 14 14 14 14 14 14 14
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Boudque Reall ⁴ Pass by/Linked 7tip Reduction ² Net New Tipp Mate Pass by/Link Tip Reduction ² Land Use Boudque Reall ⁴ Pass by/Linked 7tip Reduction ² Net New Tipp Roth Pass by/Link Site #9 Land Use Specially Reall ² Pass by/Linked 7tip Reduction ² Tips Reduction ²	Peak Hour 67 Estimate Weekday AM Peak Hour 168 27 27 Weekday AM Peak Hour 0 0 Estimate Weekday AM	Hour 411 411 411 411 411 411 411 411 411 41	Aneration Chara Weekday PM Peak Hour 520 32 32 32 32 32 32 32 32 32 32 32 32 32	cteristics Saturday Midday Peak Hour 1,225 3 3 3 cteristics Saturday Midday Peak Hour	2.0% 33.0%	Taxi 3.0% 2.0%	Estimate Subway 8.0% 30.0% Estimate Subway 20.0%	d Mode Spj Railroad 0.0% 3.0% d Mode Spj Railroad	it (AM, F Bus 6.0% 12.0% R (AM, F Bus 20.0%	M, SAT) Walk 83.0% 18.0% Walk 35.0%	0.0% 2.0% Other 0.0%	Total 100.0% Total	2.0% 5.0%	Taxi 3.0% 5.0%	Est Subway 6.0% 10.0% Est Subway 20.0%	Insted Mod Railroad 0.0% Insted Mod Railroad	e Spiit (MC Bus 5.0% 5.0% 8 Spiit (MC 20.0%	83.0% 75.0% Walk 35.0%	0.0% 1 0.	100.0%	2 2 Vecksty 7 Total 2 6 0 6 6 6 6 7 7 Vecksty 7 Votal 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 AM Pes a a b a b a b a b a b a b a b a b a b	1 E E A HOUT Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0	10 stimated stimated Weekda Total 35 9 26 2 28 stimated Weekda Total 246 61 184 184 stimated	5 1 Vehicle 40ur 1n ¹⁰ 17 4 13 1 14 14 14 14 123 31 92 92 92 1 Vehicle 4 123 31 92 92 102 102 102 103 103 103 103 103 103 103 103	5 5 0ut ¹⁰ 17 4 13 1 14 14 0ut ¹⁰ 123 37 92 92 •-Trip Ge	5 5 Weekday Total 17 4 13 7 20 Weekday 20 Weekday 20 Weekday 20 U 0 0 0 190	1 1 3 3 Charact 1 1 1 9 2 7 0 7 0 7 0 7 0 7 0 11 127 32 95 95 95	3 3 ceristics ² out ¹⁹ 9 2 2 7 7 7 13 7 7 13 2 7 7 13 3 5 95 95 95 127	12 Saturd 41 10 31 1 31 31 311 78 233 233	7 ay Midday Hour 10° 23 5 17 0 18 ay Midday Hour 171 39 132 132 132 ay Midday	5 y Peak Out ¹⁰ 18 5 13 0 14 140 39 101 101
Boudaye Retail ⁴ Plass by/Linked Trip Reduction ² = Net New Trips Alker Pass-by/Link Trip Reduction ² Land Use Boudaye Retail ⁴ Plass-by/Linked Trip Reduction ² = Net New Trips Alker Pass-by/Link Trip Reduction ² = Bake #9 Land Use Specially Retail ¹ Plass-by/Linked Trip Reduction ² = Specially Retail ¹ Plass-by/Linked Trip Retails Plass	Peak Hour 67 Estimate Weekday AM Peak Hour 168 27 27 Estimate Weekday AM Peak Hour 0 0 Estimate	Hour 411 411 411 411 411 411 411 411 411 41	Aneration Chara Weekday PM 520 32 32 32 32 32 32 32 32 32 32 32 32 32	cteristics Saturday Midday Peak Hour 1,225 3 3 cteristics Saturday Midday Peak Hour 1,966 cteristics	2.0% 333.0% 9.0% 4.uto	Taxi 3.0% 2.0% 14.5%	Estimate Subway 30.0% Estimate Estimate Subway	d Mode Spi Railroad 0.0% d Mode Spi L.5% d Mode Spi Railroad	it (AM, F Bus 6.0% 12.0% Bus 20.0% R (AM, F Bus	M, SAT) Walk 83.0% 18.0% Walk 35.0%	Other 0.0% 2.0% Other 0.0% Other 0.0%	Total 100.0% Total 100.0%	2.0% 5.0% 4uto 9.0% 4uto	Taxi 3.0% 5.0% Taxi Taxi	Est Subway 6.0% 10.0% Subway 20.0% Est Subway	inated Mod Railroad 0.0% 0.0% Railroad Railroad	s Split (MM Bus 5.0% Split (MM Bus Split (MM Bus	83.0% 75.0% Walk 35.0%	0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1	100.0% 100.0% Total	2 2 2 2 Vereeksurger 2 6 0 6 2 6 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2	1 AM Pes in ¹⁰ 3 6 8 AM Pes in ¹⁰ 0 0 0 0 AM Pes	1 E sk Hour Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	10 stimated Weekds 35 9 26 2 28 stimated 61 184 184 stimated Weekds	5 Vehicle Hour 17 4 13 1 14 Vehicle sy Midd Hour 123 31 92 92 92 Vehicle Hour	5 5 7 Trip Ge 4 17 4 13 1 14 6 7 Trip Ge 37 92 92 92 92 92 92 92 92 92	5 5 Veckday 17 13 7 20 Veckday Total 254 63 190 Veckday 190 Veckday Total	7 3 3 3 Charact 1n ¹⁰ 9 2 7 0 7 0 7 0 7 0 7 11 9 2 9 2 9 2 9 127 32 95 95 Charact Charact 1n ¹⁰	3 3 setricical 0ut ⁹ 9 2 7 13 teristical 0ut ⁹ 127 7 13 127 32 95 95 95 teristical 0ut ⁹ 0 0ut ⁹	12 Saturd 41 10 31 1 31 31 31 311 78 233 233 Saturd Total	7 3 y Midday Hour In ¹⁰ 23 5 17 0 18 3 y Midday Hour 171 39 132 132 132 y Midday Hour In ¹⁰ 171 139 132 132 132 132 132 132 132 132 132 132	5 y Peak Out ¹⁰ 18 5 13 0 14 y Peak Out ¹⁰ 101 101 101 0 y Peak
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Boudaye Retail ⁴ Plass by/Linked Trip Reduction ² = Net New Trips Alker Pass-by/Link Trip Reduction ² Land Use Boudaye Retail ⁴ Plass-by/Linked Trip Reduction ² = Net New Trips Alker Pass-by/Link Trip Reduction ² = Bake #9 Land Use Specially Retail ¹ Plass-by/Linked Trip Reduction ² = Specially Retail ¹ Plass-by/Linked Trip Retails Plass	Peak Hour 67 Estimate Weekday AM Peak Hour 168 27 27 Estimate Weekday AM Peak Hour 0 0 Estimate	Hour 411 411 411 411 411 411 411 411 411 41	Aneration Chara Weekday PM 520 32 32 32 32 32 32 32 32 32 32 32 32 32	cteristics Saturday Midday Peak Hour 1,225 3 3 cteristics Saturday Midday Peak Hour 1,966 cteristics	2.0% 333.0% 9.0% 4.uto	Taxi 3.0% 2.0% 14.5%	Estimate Subway 30.0% Estimate Estimate Subway	d Mode Spi Railroad 0.0% d Mode Spi L.5% d Mode Spi Railroad	it (AM, F Bus 6.0% 12.0% Bus 20.0% R (AM, F Bus	M, SAT) Walk 83.0% 18.0% Walk 35.0%	Other 0.0% 2.0% Other 0.0% Other 0.0%	Total 100.0% Total 100.0%	2.0% 5.0% 4uto 9.0% 4uto	Taxi 3.0% 5.0% Taxi Taxi	Est Subway 6.0% 10.0% Subway 20.0% Est Subway	inated Mod Railroad 0.0% 0.0% Railroad Railroad	s Split (MM Bus 5.0% Split (MM Bus Split (MM Bus	83.0% 75.0% Walk 35.0%	0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1	100.0% 100.0% Total	2 2 2 3 4 4 6 6 0 6 6 6 70tal 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 AM Pes 3 0 3 6 8 8 AM Pes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 E Cout ⁶ 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	10 stimated Weekd 35 9 26 2 28 stimated Weekds 67 184 184 184 91 23	5 Vehicle Hour In ¹⁰ 17 4 13 1 14 IVehicle y Midd Hour In ¹⁰ 123 31 92 92 Vehicle Hour 123 31 92 92 Vehicle 10 ¹⁰ 123 123 123 123 123 123 123 123	5 5 -Trip Ge ay Peak Out ¹⁰ 17 4 13 1 14 -Trip Ge ay Peak Out ¹⁰ 123 37 92 92 -Trip Ge ay Peak Out ¹⁰ 45 71	5 5 Weekday Total 17 4 13 7 20 meration (Weekday Total 254 63 190 190 190 Weekday Total 254 63 190 190 190 190 190 190 190 190	1 7 3 3 Charact 1n ⁵⁰ 9 2 7 0 7 7 0 7 7 0 7 12 9 127 22 95 95 95 Charact 1n ¹⁰ 47 12	3 3 eak Hour 9 2 7 13 exercises out ⁹ 127 32 95 95 eak Hour certistics out ⁹ 127 32 95 eak Hour out ⁹ 127	12 Saturd 41 10 31 1 31 Saturd 78 233 233 Saturd Total 115 29	7 7 Notary Hour 10 23 5 17 0 18 10 18 11 39 Ndday Hour 132 132 132 132 132 132 16 10 171 39 132 132 132 132	5 y Peak Out ¹⁰ 18 5 13 0 14 14 14 14 14 14 14 14 14 14
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Bourdages Restal * Parashop/Linked Trip Reduction * Net New Trips Maker Pass-SylLink Trips Reduction * Land Use Bourdages Restal * Net New Trips Ander Pass-SylLink Net New Trips Reduction * Net New Trips Reduction * Net New Trips Reduction * Sites #10 Land Use Specially Restal * Pass-SylLinked Trip Reduction * Net New Trips Reduction * Net Net Trips Reduction * Net Trips Reductio	Peak Hour 67 Estimate Weekday AM Peak Hour 168 27 27 Estimate Weekday AM Peak Hour 0 0 Estimate	Hour 411 411 411 411 411 411 411 411 411 41	Aneration Chara Weekday PM 520 32 32 32 32 32 32 32 32 32 32 32 32 32	cteristics Saturday Midday Peak Hour 1,225 3 3 cteristics Saturday Midday Peak Hour 1,966 cteristics	2.0% 333.0% 9.0% 4.uto	Taxi 3.0% 2.0% 14.5%	Estimate Subway 6.0% 30.0% Estimate Subway 20.0% Subway 20.0%	d Mode Spi Railroad 0.0% 3.0% d Mode Spi Railroad d Mode Spi Railroad	R (AM, F Bus 6.0% 12.0% R (AM, F Bus 20.0%	M, SAT) Walk 83.0% 18.0% M, SAT) Walk 35.0%	Other 0.0% 2.0% Other 0.0% 0.0% 0.0%	Total 100.0% Total 100.0%	2.0% 5.0% 4uto 9.0% 4uto	Taxi 3.0% 5.0% Taxi Taxi	Est Subway 6.0% 10.0% Subway 20.0% Subway 20.0%	Insted Mod Railroad 0.0% Insted Mod 1.5% Railroad 1.5%	Spir (MC Bus 5.0% Spir (MC Bus 20.0% Spir (MC Bus 20.0% Spir (MC Bus 20.0% Spir (MC Bus Spir (MC	83.0% 75.0% Walk 35.0%	0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1	100.0% 100.0% Total	2	1 AM Pes 3 0 3 6 8 8 AM Pes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 e k Hour Out ¹⁰ 3 0 3 0 3 0 3 0 3 0 0	10 stimated Weekds 9 26 2 28 stimated Weekds Total 246 61 184 184 184 91 23 68 68	5 V Vehicle y Midd Hour In ¹⁰ 17 4 13 1 14 14 Vehicle Nour In ¹⁰ 123 31 92 92 Vehicle y Midd Kour In ¹⁰ 123 31 92 92 123 11 14 14 13 1 1 1 1 1 1 1 1 1 1 1 1 1	5 e-Trip Ge 0ut ¹⁰ 17 4 13 1 14 e-Trip Ge ay Peak 0ut ¹⁰ 123 31 92 92 e-Trip Ge ay Peak 0ut ¹⁰ 13 1 14 e-Trip Ge ay Peak 0ut ¹⁰ 13 14 14 e-Trip Ge ay Peak 0ut ¹⁰ 13 14 14 e-Trip Ge ay Peak 0ut ¹⁰ 123 31 92 92 e-Trip Ge ay Peak 13 14 14 14 14 14 14 14	5 5 7 7 otal 17 4 13 7 20 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 3 3 3 Charact In ¹⁹ 9 2 7 0 7 7 Charact In ¹⁹ 9 2 7 0 7 7 Charact In ¹⁹ 127 32 95 95 Charact In ¹⁹ 47 12 35 35	3 3 extristics" east Hour 9 2 7 13 entitics" entitics 9 2 7 13 entitics" extractics out*9 95 95 95 extractics* out*9 0ut*9 47 12 35	12 Saturd 41 10 31 1 31 31 Total 311 78 233 233 Saturd Total 115 29	7 7 Notary Hour 1 10 ¹⁰ 2 23 5 17 0 18 1 10 ¹⁰ 1 11 30 132 1 132 1 132 1 10 ¹⁰ 6 17 1	5 y Peak Out ¹⁰ 18 5 13 0 14 14 14 14 14 14 14 14 14 14
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Bourdages Restal * Parashop/Linked Trip Reduction * Net New Trips Maker Pass-SylLink Trips Reduction * Land Use Bourdages Restal * Net New Trips Ander Pass-SylLink Net New Trips Reduction * Net New Trips Reduction * Net New Trips Reduction * Sites #10 Land Use Specially Restal * Pass-SylLinked Trip Reduction * Net New Trips Reduction * Net Net Trips Reduction * Net Trips Reductio	Peak Hour 67 Estimato Weekday AM Peak Hour 168 27 27 Estimato Weekday AM Peak Hour 0 Estimato 0 Estimato	Hour 411 411 411 411 411 411 411 411 411 41	eneration Chara Weekday PM Peak Hour 520 32 32 32 eneration Chara weekday PM Peak Hour 1.804 582 682 682 682	cteristics Saturday Midday Pask Hour 1,225 3 3 cteristics Saturday Midday Pask Hour 1,966 1,966 5 cteristics Saturday Midday Pask Hour 7,26	2.0% 333.0% 9.0% 4.uto	Taxi 3.0% 2.0% 14.5%	Estimate Subway 6.0% 30.0% Estimate Subway 20.0% Subway 20.0%	d Mode Spi Railroad 0.0% 3.0% d Mode Spi Railroad d Mode Spi Railroad	R (AM, F Bus 6.0% 12.0% R (AM, F Bus 20.0%	M, SAT) Walk 83.0% 18.0% M, SAT) Walk 35.0%	Other 0.0% 2.0% Other 0.0% 0.0% 0.0%	Total 100.0% Total 100.0%	2.0% 5.0% 4uto 9.0% 4uto	Taxi 3.0% 5.0% Taxi Taxi	Est Subway 6.0% 10.0% Subway 20.0% Subway 20.0%	Insted Mod Railroad 0.0% Insted Mod 1.5% Railroad 1.5%	e Spiit (MC Bus 5.0% 5.0% 5.0% 5.0% 5.0% 5.0% 5.0% 5.0%	83.0% 75.0% Walk 35.0%	0.0% 1 0.	100.0% 100.0% Total	2 2 2 2 Vertext-rest 2 6 2 6 2 12 2 7018 2 7029 2 7030 2 7030 2 7030 2 7030 2 7030 2 7030 2 7030 2 7040 2 7050 2 7040 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7	1 AM Pec 3 0 3 6 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 E B B B B B B B B B	10 stimated Weekd 35 9 26 2 28 245 661 184 184 184 91 23 68 68 stimated	5 V Vehick ay Midd, Hour 10 ¹⁶ 17 4 13 1 14 14 Vehick Hour 17 4 13 1 14 Vehick 13 1 12 12 31 92 92 92 Vehick 45 11 12 34 34 Vehick 10 ¹⁶ 10 ¹⁶	5 5 5 6 7 10 6 7 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5 5 Veckday Total 17 4 13 7 20 Total 254 63 190 190 190 190 190 190 190 190	7 3 Gharact In ⁹ 9 2 7 7 7 7 7 7 7 127 32 95 55 Charact 127 32 95 55 Charact 127 32 95 55 35 Charact 35 25	3 3 extristics" east Hour 9 2 7 13 entitics" entitics 9 2 7 13 entitics" extractics out*9 95 95 95 extractics* out*9 0ut*9 47 12 35	12 Saturd 41 10 31 1 31 Total 311 78 233 Saturd Total 111 78 233 Saturd Total 115 29 86 86	7 yy Midday In ¹⁰ 23 5 17 0 18 ay Midday 171 39 132 134 49 49	5 9 y Peak 0 ut ¹⁰ 18 5 13 0 14 14 0 ut ¹⁰ 140 39 101 101 101 101 9 Peak 0 ut ¹⁰ 140 39 114 101 101 101 101 101 101 101
Bourdages Restal * Pass-by/Linked Trip Reduction * Pass-by/Linked Trip Reduction * Net New Trips Mater Pass-by/Link Trip Reduction * Bas-by/Linked Trip Reduction * Net New Trips Alter Pass-by/Link Site #9 Land Use Specially Restal * Pass-by/Linked Trip Reduction * Trip Reduction * Site #10 Each Use Specially Restal * Pass-by/Linked Trip Reduction * Trip Reduction * Reduction * Site #10 Each Use Specially Restal * Pass-by/Linked Trip Reduction * Trip Reduction * Reduction * Site #10 Each Use Specially Restal * Pass-by/Linked Trip Reduction * Trip Reduction * Reduction * Site #10 Each Use Specially Restal *	Peak Hour 67 67 Estimate Veekday AM Peak Hour 168 27 Estimate Veekday AM Peak Hour 0 Estimate 0 Estimate 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Hour 411 411 411 411 411 411 411 411 411 41	aneration Chara Weekday PM 520 32 32 32 32 32 32 32 32 32 32 32 32 32	cteristics Sturday Midday Peak Autors Sturday Cteristics Cteristics Sturday Midday Peak Hour Cteristics Sturday Midday Peak Hour Cteristics Sturday Cteristics Cteristics Sturday Midday Peak Hour Cteristics Sturday Midday Peak Hour Cteristics Cteri	2.0% 33.0% 9.0% 9.0%	Taxi 3.0% 2.0% 14.5% 14.5%	Estimate Est	d Mode Spi Railroad J.0% Allroad Spi Railroad J.5% L.5%	It (AM, F Bus 12.0% It (AM, F Bus 20.0% It (AM, F Bus 20.0%	M. SAT) Walk 83.0% 18.0% Walk 35.0% Walk 35.0%	Other 0.0% 2.0% Other 0.0% 0.0% 0.0% 0.0%	Total 100.0% 100.0% Total 100.0% 100.0%	2.0% 5.0% Auto 9.0% 9.0%	Taxi 3.0% 5.0% Taxi 14.5%	Est Subway 6.0% 10.0% Est Subway 20.0% 20.0% Est	mated Mod Railroad 0.0% mated Mod 1.5% Railroad 1.5%	e Spiit (MC Bus 5.0% 5.0% 5.0% 5.0% 5.0% 5.0% 5.0% 5.0%	83.0% 75.0% Walk 35.0% 35.0%	0.0% 1 0.	100.0% Total 100.0% Total 100.0%	2 2 2 2 Vertext-rest 2 6 2 6 2 12 2 7018 2 7029 2 7030 2 7030 2 7030 2 7030 2 7030 2 7030 2 7030 2 7040 2 7050 2 7040 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7050 2 7	1 MPes in ¹⁰ 3 6 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 E B B B B B B B B B	10 stimated Weekd 35 9 26 2 28 245 661 184 184 184 91 23 68 68 stimated	5 V Vehicle y Midd Hour In ¹⁰ 17 4 13 1 14 14 Vehicle 123 31 92 92 Vehicle 17 45 11 14 Vehicle 123 31 92 92 92 Vehicle 133 1 Vehicle 134 34	5 - Trip Ge yy Peak 0ut ¹⁰ 17 4 13 1 14 - Trip Ge - Trip Ge	5 5 Veckday Total 17 4 13 7 20 Total 254 63 190 190 190 190 190 190 190 190	7 3 3 3 Charact 9 9 2 7 0 7 7 0 0 10° 9 2 7 0 0 127 0 127 32 95 95 Charact 95 Charact 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110° 10° 110°	3 3 teristica" out" 9 2 7 13 teristica" out" 127 32 95	12 Saturd 41 10 31 1 31 Total 311 78 233 Saturd Total 111 78 233 Saturd Total 115 29 86 86	7 Image: Non-State State S	5 9 y Peak 0 ut ¹⁰ 18 5 13 0 14 14 0 ut ¹⁰ 140 39 101 101 101 101 9 Peak 0 ut ¹⁰ 140 39 114 101 101 101 101 101 101 101
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Bourlayer Rental * Prass-bylichied 71p Reduction * Net New Trips Anter Pass-bylichie Trips Reduction * Bourlayer Rental * Bourlayer Rental * Prass-bylichied 71p Reduction * Net New Trips Anter Pass-bylichie December Rental * Pass-bylichied 72 Renta * Pass-bylichied 72 Renta * Renta * Rent New Trips Reduction * Bourlayer Rental * Rent New Trips Rentation * Renta * Rent New Trips Rentation * Rent Trips Rentation * Rent New Trips Rentation * Renta * Rent New Trips Rentation * Renta * Rent New Trips Rentation * Rent New Trips Rentation * Renta	Peak Hour 67 67 Estimate Veekday AM Peak Hour 27 Estimate Veekday AM Peak Hour 0 Estimate Estimate 0 Estimate Estim	Hour 411 411 411 411 411 411 411 411 411 41	Internation Chara Weekday PM Peak Hour 520 32 32 32 32 32 32 32 32 32 32	cteristics Saturday Midday Pask Hour Saturday Midday Pask Hour 1,225 3 3 cteristics Cter	Auto 2.0% 33.0% Auto 9.0% 9.0% 9.0%	Taxi 3.0% 2.0% 14.5% 14.5%	Estimate Subway G.0% Subway 20.0% Estimate Estimate Subway 20.0% Estimate Subway	d Mode Spi Railroad 0.0% 3.0% d Mode Spi Railroad 1.0% 1.0% 1.0% Railroad	R (AM, F Bus 6.0% 12.0% R (AM, F Bus 20.0% 20.0% 20.0% 8 (AM, F Bus	M, SAT) Walk 83.0% 18.0% 18.0% 35.0% 35.0% 35.0%	Other 0.0% 2.0% Other 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	Total 100.0% Total 100.0% Total	2.0% 5.0% 4uto 9.0% 4uto 9.0% 4uto	Taxi 3.0% 5.0% Taxi 14.5% 14.5% Taxi	Est Subway 10.0% Est Subway 20.0% Subway 20.0%	Insted Mode Railroad 0.0% 0.0% Insted Mode 1.5% Railroad Railroad Railroad	Split (MM Bus 6.0% 5.0% 5.0% Split (MM Bus 20.0% 20.0% Split (MM Bus 20.0% Bus Split (MM Split	83.0% 75.0% 75.0% Walk 35.0% 35.0% 0) Walk 0) Walk	0.0% 1 0.	100.0% 10	2 2 2 2 Verekey 2 G 2 6 2 6 4 6 2 6 2 6 2 7013 2 7014 2 7015 2 7016 2 7017 2 7018 2 7019 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 7010 2 701	1 AM Peccentric and a second s	1 E	10 stimated 35 9 26 2 28 stimated 61 184 91 23 68 68 3timated Weekds	5 Vehick y Midd Hour In ¹⁰ 17 4 13 1 14 14 Vehick Hour 123 31 92 92 92 Vehick 17 123 31 92 92 92 Vehick 17 13 1 1 1 1 1 1 1 1 1 1 1 1 1	5 = Trip Gs ay Peak 0 ut ¹⁰ 17 4 13 1 14 14 0 ut ¹⁰ 123 31 92 92 92 0 ut ¹⁰ 0 ut ¹⁰ 45 11 34 34 0 ut ¹⁰	5 S Weekdsy Total 17 4 13 7 20 Weekdsy Total 254 63 190 190 190 190 190 254 63 190 190 190 190 190 190 190 190	7 3 3 3 Charact 1 1 3 2 7 0 7 7 7 0 7 0 127 95 95 95 95 Charact 127 2 35 35 35 Charact 123 10 ¹⁰ 17 12 2 95 35 35 35 Charact 10 ¹⁰	3 3 exeristics" out ¹⁹ 2 7 13 out ¹⁹ 127 284 Hour 127 284 Hour 127 295 95 eak Hour 0ut ¹⁹ 127 35 eak Hour 127 35 eak Hour 12 35 eak Hour 0ut ¹⁰	12 Saturd 41 10 31 1 31 Total 31 Total 31 Saturd Total 311 78 233 Saturd Total 115 29 86 Saturd Total Staturd	7 In ¹⁰ 23 5 17 0 18 92 Model 171 39 1122 132 132 132 132 132 132 14 49 49 49 49 49 10 ¹⁰	5 9 y Peak 0ut ¹⁰ 18 5 13 0 14 14 140 39 101 101 101 101 101 101 101 10
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Bourdages Restal * Pass-bylizhad Trip Reduction * Pass-bylizhad Trip Reduction * Ref New Trips Mater Pass-bylizha Land Use Bourdages Restal * Ref New Trips Amer Pass-bylizhad Pass-bylizhad Trip Reduction * Office Commercial * Pass-bylizhad Trip Reduction * Ref New Trips Amer Pass-bylizh Bourdages Restal * Pass-bylizhad Trip Reduction * Ref New Trips Amer Pass-bylizh Bestoffic Land Use Bestoffic Reduction * Ref New Trips Amer Pass-bylizh Ref New Trips Amer Pass-	Peak Hour 67 67 Estimate Veekday AM Peak Hour 27 Estimate Veekday AM Peak Hour 0 Estimate Estimate 0 Estimate Estim	Hour 411 411 411 411 411 411 411 411 411 41	Internation Chara Weekday PM Peak Hour 520 32 32 32 32 32 32 32 32 32 32	cteristics Saturday Midday Pask Hour Saturday Midday Pask Hour 1,225 3 3 cteristics Cter	Auto 2.0% 33.0% Auto 9.0% 9.0% 9.0%	Taxi 3.0% 2.0% 14.5% 14.5%	Estimate Subway G.0% Subway 20.0% Estimate Subway 20.0% Estimate Subway	d Mode Spi Railroad 0.0% 3.0% d Mode Spi Railroad 1.0% 1.0% 1.0% Railroad	R (AM, F Bus 6.0% 12.0% R (AM, F Bus 20.0% 20.0% 20.0% 8 (AM, F Bus	M, SAT) Walk 83.0% 18.0% 18.0% 35.0% 35.0% 35.0%	Other 0.0% 2.0% Other 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	Total 100.0% Total 100.0% Total	2.0% 5.0% 4uto 9.0% 4uto 9.0% 4uto	Taxi 3.0% 5.0% Taxi 14.5% 14.5% Taxi	Est Subway 10.0% Est Subway 20.0% Subway 20.0%	Insted Mode Railroad 0.0% 0.0% Insted Mode 1.5% Railroad Railroad Railroad	Spit (M/ Bus So/% So/% Spit (M/ Bus So/% Spit (M/ Bus Spit (M/ Bus Spit (M/ Bus So/% So/% So/%	83.0% 75.0% 75.0% Walk 35.0% 35.0% 0) Walk 0) Walk	0.0% 1 0.	100.0% 10	2 2 2 2 Verselation 2 6 2 6 2 6 2 7 2 7 2 0 2	1 AM Pes a a b a b a b a b a b a b a b a b a b	1 E A A A A A A A A A A A A	10 stimated 35 9 26 2 28 stimated 66 61 184 91 23 68 68 68 68 63 201 23 6 23 6 68 68 68 68 68 68 68 68 68 68 68 68 68 68 68 68	5 Vehicld In ¹⁰	5 5 1710 Gevents and the second secon	5 5 Veekday Total 17 4 13 7 20 Veekday Total 254 63 190 190 190 190 190 190 190 190	7 3 Charact In ¹⁰ 9 22 7 0 7 Charact In ¹⁰ 9 Charact In ¹⁰ 127 35 95 <	3 3 construction 9 2 7 13 construction construction<	12 Saturd 10 31 1 31 311 78 233 233 233 311 70 233 233 311 78 233 233 233 311 78 29 86 86 54 27 7 7	7 Midday In ¹⁰ 10 23 5 17 0 18 10 18 11 9 Midday 171 30 172 132 132 132 132 132 134 132 135 134 132 132 134 132 135 134 132 132 133 132 134 132 135 134 135 134 135 134 136 135 137 14 49 15 15 3	5 y Peak 0ut ¹⁰ 18 5 13 0 14 9 y Peak 0ut ¹⁰ 140 30 140 30 101 101 101 101 101 101 101
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Table 3-15.4B Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site 125th St River to River Re-Zoning - Manhattan, New York

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 | 1 | 25th St F | tiver to R | iver Re-Z | oning - M
CONDITI
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| Site #12 | | | | | | 1 | Estimate | d Mode Sp
 | lit (AM, F | M, SAT) | NC | ACTION | CONDITI
 | UNS | | imated Mod | e Split (N
 | ID) | | | -
 | | E | stimated
Weekda | Vehick | e-Trip Ge
lay Peak
 | | Charact | eristics
 | Saturda | v Midda | v Peak |
| Land Use | | ed Person-Trip Ge
Weekday | 1 | Saturday | Auto | Taxi | Subway | Railroad
 | Bus | Walk | Other | Total | Auto
 | Taxi | Subway | Railroad | Bus
 | Walk | Other | Total | Weekda
 | iy AM Pe | ak Hour | Treened | Hour | lay r can
 | Weekda | y PM Pe | ak Hour
 | outurou | Hour | y i cun | | | | | |
| | Weekday AM
Peak Hour | Midday Peak
Hour | Weekday PM
Peak Hour | Midday Peak
Hour | | | |
 | | | | |
 | | | |
 | | | | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰ |
| Boutique Retail ⁴ | 178 | 1,089 | 550 | 1,296 | 2.0% | 3.0% | 6.0% | 0.0%
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | 6
 | 3 | 3 | 37 | 18 | 18
 | 18 | 9 | 9
 | 43 | 24 | 20 | | | | | |
| Pass-by/Linked Trip Reduction ² = | | | | | | | |
 | | | | |
 | | | |
 | | | | 0
 | 0 | 0 | 9 | 5 | 5
 | 5 | 2 | 2
 | 11 | 5 | 5 | | | | | |
| Net New Trips After Pass-by/Link
Trip Reduction ³ = | | | | | | | |
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 | | | |
 | | | | 6
 | 3 | 3 | 27 | 14 | 14
 | 14 | 7 | 7
 | 33 | 18 | 14 | | | | | |
| | | | | | | | |
 | | | | |
 | | | |
 | | | | 6
 | 3 | 3 | 27 | 14 | 14
 | 14 | 7 | 7
 | 33 | 18 | 14 |
| Site #13 | | | | | | | Estimate | d Mode Sp
 | lit (AM, F | M, SAT) | | |
 | | Est | imated Mod | e Split (N
 | ID) | | |
 | | E | | |
 | neration | Charact | eristics ⁹
 | | | | | | | | |
| | Estimate | d Person-Trip G | eneration Chara | cteristics | | | |
 | | | | |
 | | | |
 | | | | Weekda
 | iy AM Pe | ak Hour | Weekda | ay Midd
Hour | lay Peak
 | Weekda | y PM Pe | ak Hour
 | Saturda | y Midda
Hour | y Peak |
| Land Use | Weekday AM
Peak Hour | Weekday
Midday Peak | Weekday PM
Peak Hour | Saturday
Midday Peak | Auto | Taxi | Subway | Railroad
 | Bus | Walk | Other | Total | Auto
 | Taxi | Subway | Railroad | Bus
 | Walk | Other | Total | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰ | | | | | |
| | | Hour | | Hour | | | |
 | | | | |
 | | | |
 | | | |
 | | | | |
 | | |
 | | | |
| Specialty Retail 3 | 0 | 1,372 | 1,415 | 1,735 | 9.0% | 14.5% | 20.0% | 1.5%
 | 20.0% | 35.0% | 0.0% | 100.0% | 9.0%
 | 14.5% | 20.0% | 1.5% | 20.0%
 | 35.0% | 0.0% | 100.0% | 0
 | 0 | 0 | 217 | 108 | 108
 | 224 | 112 | 112
 | 274 | 151 | 123 | | | | | |
| Pass-by/Linked Trip Reduction ² =
Net New Trips After Pass-by/Link | | | | | | | |
 | | | | |
 | | | |
 | | | | 0
 | 0 | 0 | 54 | 27 | 27
 | 56 | 28 | 28
 | 69
206 | 34 | 34 | | | | | |
| Trip Reduction ³ = | | | | | | | |
 | | | | |
 | | | |
 | | | | -
 | 0 | 0 | 163 | 81 | 81
 | 168 | 84 | 84
 | | 117 | 89 | | | | | |
| | | | | | | | |
 | | | | |
 | | | |
 | | | | 0
 | 0 | 0 | 163 | 81 | 81
 | 168 | 84 | 84
 | 206 | 117 | 89 |
| Site #14 | | | | | | | Estimate | d Mode Sp
 | lit (AM, F | M, SAT) | r | 1 |
 | | Est | imated Mod | e Split (N
 | ID) | | |
 | y AM Pe | E | stimated | Vehick
v Midd | e-Trip Ge
lay Peak
 | | Charact | eristics"
 | Saturda | v Midda | v Peak |
| Land Use | | ed Person-Trip Ge
Weekday | 1 | cteristics
Saturday | Auto | Taxi | Subway | Railroad
 | Bus | Walk | Other | Total | Auto
 | Taxi | Subway | Railroad | Bus
 | Walk | Other | Total | Weekda
 | iy AM Pe | ak Hour | | Hour | 1
 | Weekda | y PM Pe | ak Hour
 | | Hour | , | | | | | |
| | Weekday AM
Peak Hour | Midday Peak
Hour | Weekday PM
Peak Hour | Midday Peak
Hour | | | |
 | | | | |
 | | | |
 | | | | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰
 | Total | In ^{so} | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰ |
| Boutique Retail 4 | 124 | 760 | 384 | 905 | 2.0% | 3.0% | 6.0% | 0.0%
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | 4
 | 2 | 2 | 26 | 13 | 13
 | 13 | 6 | 6
 | 30 | 17 | 14 | | | | | |
| Pass-by/Linked Trip Reduction 2 = | | | | | | | |
 | | | | |
 | | | |
 | | | | 0
 | 0 | 0 | 6 | 3 | 3
 | 3 | 2 | 2
 | 8 | 4 | 4 | | | | | |
| Net New Trips After Pass-by/Link | | | | | | | |
 | | | | |
 | | | |
 | | | | 4
 | 2 | 2 | 19 | 10 | 10
 | 10 | 5 | 5
 | 23 | 13 | 10 |
| Trip Reduction ³ = | 17 | 21 | 10 | 2 | 33.0% | 2.0% | 30.0% | 3.0%
 | 12.0% | 18.0% | 2.0% | 100.0% | 5.0%
 | 5.0% | 10.0% | 0.0% | 5.0%
 | 75.0% | 0.0% | 100.0% | 4
 | 3 | 0 | 1 | 1 | 1
 | 4 | 0 | 4
 | 0 | 0 | 0 | | | | | |
| Office/Commercial 5 | | | 19 | | | | |
 | | | | |
 | | | |
 | | | |
 | | | | |
 | | | -
 | | | |
| Storage/Manufacturing ⁹ | 13 | 10 | 14 | 2 | 33.0% | 0.0% | 30.0% | 3.0%
 | 12.0% | 18.0% | 2.0% | 100.0% | 5.0%
 | 5.0% | 10.0% | 0.0% | 5.0%
 | 75.0% | 0.0% | 100.0% | 3
 | 2 | 0 | 1 | 0 | 0
 | 3 | 0 | 2
 | 0 | 0 | 0 | | | | | |
| | | | L | | | | |
 | | | | |
 | | | |
 | | | | 10
 | 8 | 3 | 21 | 10 | 11
 | 17 | 5 | 11
 | 24 | 13 | 10 |
| Site #15 | | | | | <u> </u> | | Estimate | d Mode Sp
 | lit (AM, F | M, SAT) | 1 | | -
 | | Est | imated Mod | e Split (N
 | ID) | 1 | | |
 | | | | Vehicle
ay Midd |
 | neration | |
 | Saturda | v Midda | v Peak |
| Land Use | | ed Person-Trip Ge
Weekday | | cteristics
Saturday | Auto | Taxi | Subway | Railroad
 | Bus | Walk | Other | Total | Auto
 | Taxi | Subway | Railroad | Bus
 | Walk | Other | Total | Weekda
 | iy AM Pe | ak Hour | | Hour | ,
 | Weekda | y PM Pe | ak Hour
 | | Hour | | | | | | |
| Cana Gad | Weekday AM
Peak Hour | Weekday
Midday Peak
Hour | Weekday PM
Peak Hour | Midday Peak | | | way |
 | - 15 | dik | | |
 | | way | |
 | . rufk | | . Judi | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰ |
| Boutique Retail ⁴ | 138 | Hour
846 | 427 | Hour
1,007 | 2.0% | 3.0% | 6.0% | 0.0%
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | 5
 | 2 | 2 | 28 | 14 | 14
 | 14 | 7 | 7
 | 34 | 19 | 15 | | | | | |
| Pass-by/Linked Trip Reduction ² = | | | | | | | |
 | | | | |
 | | | |
 | | | | 0
 | 0 | 0 | 7 | 4 | 4
 | 4 | 2 | 2
 | 8 | 4 | 4 | | | | | |
| Net New Trips After Pass-by/Link | | | <u> </u> | | | | |
 | | | | |
 | | | |
 | | | |
 | 2 | 2 | 21 | | 11
 | | 5 | 5
 | 25 | 4 | 11 | | | | | |
| Trip Reduction ³ = | | | <u> </u> | | | | |
 | | | | |
 | | | |
 | | | | 5
 | | | | 11 |
 | 11 | |
 | | | |
| Community Facility/Institutional In | 101 | 129 | 133 | 104 | 4.0% | 9.0% | 12.0% | 0.0%
 | 5.0% | 70.0% | 0.0% | 100.0% | 4.0%
 | 9.0% | 12.0% | 0.0% | 5.0%
 | 70.0% | 0.0% | 100.0% | 9
 | 4 | 5 | 11 | 6 | 5
 | 12 | 9 | 3
 | 9 | 5 | 4 |
| Community Facility/Institutional IIb | 84 | 106 | 99 | 9 | 33.0% | 2.0% | 30.0% | 3.0%
 | 12.0% | 18.0% | 2.0% | 100.0% | 5.0%
 | 5.0% | 10.0% | 0.0% | 5.0%
 | 75.0% | 0.0% | 100.0% | 18
 | 17 | 1 | 7 | 3 | 4
 | 21 | 1 | 20
 | 2 | 1 | 1 |
| Residential ² | 59 | 29 | 65 | 41 | 12.0% | 2.0% | 51.0% | 2.0%
 | 11.0% | 18.0% | 4.0% | 100.0% | 12.0%
 | 2.0% | 51.0% | 2.0% | 11.0%
 | 18.0% | 4.0% | 100.0% | 5
 | 1 | 4 | 3 | 1 | 1
 | 6 | 4 | 2
 | 4 | 2 | 2 | | | | | |
| | | | | | | | |
 | 1 | 1 | | |
 | | | |
 | | | | 37
 | 24 | 13 | 42 | 21 | 21
 | 49 | 19 | 30
 | 40 | 22 | 18 |
| Site #16 | | I | | | | | Estimate | d Mode Spi
 | lit (AM, F | M, SAT) | | |
 | | Est | imated Mod | e Split (N
 | ID) | | |
 | | E | stimated | Vehick | e-Trip Ge
 | neration | Charact | eristics
 | | | | | | | | |
| | Estimate | ed Person-Trip G | eneration Chara | cteristics | | | |
 | | | | |
 | | | |
 | | | | Weekda
 | iy AM Pe | ak Hour | Weekda | ay Midd
Hour | lay Peak
 | Weekda | y PM Pe | ak Hour
 | Saturda | y Midda
Hour | y Peak |
| Land Use | Weekday AM | Weekday
Midday Peak | Weekday PM | Saturday
Midday Peak | Auto | Taxi | Subway | Railroad
 | Bus | Walk | Other | Total | Auto
 | Taxi | Subway | Railroad | Bus
 | Walk | Other | Total | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰
 | Total | In ^{so} | Out ¹⁰
 | Total | In ¹⁰ | Out ¹⁰ | | | | | |
| | Peak Hour | Hour | Peak Hour | Hour | | | |
 | - | | | |
 | | | |
 | | | |
 | | | | |
 | | 1 |
 | | | |
| Boutique Retail ⁴ | 100 | 614 | 310 | 731 | 2.0% | 3.0% | 6.0% | 0.0%
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | 3
 | 2 | 2 | 21 | 10 | 10
 | 10 | 5 | 5
 | 25 | 13 | 11 | | | | | |
| Pass-by/Linked Trip Reduction ² =
Net New Trips After Pass-by/Link | | | | | | | |
 | | | | |
 | | | |
 | | | | 0
 | 0 | 0 | 5 | 3 | 3
 | 3 | 1 | 1
 | 6 | 3 | 3 | | | | | |
| Trip Reduction ³ = | | | | | | | |
 | | | | |
 | | | |
 | | | | 3
 | 2 | 2 | 15 | 8 | 8
 | 8 | 4 | 4
 | 18 | 10 | 8 |
| Office/Commercial 5 | 3 | 3 | 3 | 0 | 33.0% | 2.0% | 30.0% | 3.0%
 | 12.0% | 18.0% | 2.0% | 100.0% | 5.0%
 | 5.0% | 10.0% | 0.0% | 5.0%
 | 75.0% | 0.0% | 100.0% | 1
 | 1 | 0 | 0 | 0 | 0
 | 1 | 0 | 1
 | 0 | 0 | 0 | | | | | |
| | | | | | | | |
 | | | | |
 | | | |
 | | | | 4
 | 2 | 2 | 16 | 8 | 8
 | 8 | 4 | 5
 | 18 | 10 | 8 |
| Site #17 | | | | | | | Estimate | d Mode Sp
 | lit (AM, F | M, SAT) | | |
 | | Est | imated Mod | e Split (N
 | ID) | | |
 | | E | stimated | Vehick | e-Trip Ge
 | neration | Charact | eristics
 | | | | | | | | |
| | | | | | | | |
 | | | | |
 | | | |
 | | | |
 | | | | |
 | | |
 | | | |
| | Estimate | ed Person-Trip G | eneration Chara | cteristics | | | |
 | | | | |
 | | | |
 | | | | Weekda
 | iy AM Pe | ak Hour | WOOKU | Hour | lay Peak
 | | y PM Pe |
 | Saturda | y Midda
Hour | y Peak |
| Land Use | Weekday AM | d Person-Trip G
Weekday
Midday Peak | Weekday PM | cteristics
Saturday
Midday Peak | Auto | Тахі | Subway | Railroad
 | Bus | Walk | Other | Total | Auto
 | Taxi | Subway | Railroad | Bus
 | Walk | Other | Total | Weekda
 | y AM Pe | | Total | Hour | T
 | | | ak Hour
 | Saturda | | |
| | Weekday AM
Peak Hour | Weekday
Midday Peak
Hour | Weekday PM
Peak Hour | Saturday
Midday Peak
Hour | | | Subway | Railroad
 | | | | |
 | | , | |
 | | | | Total
 | In ¹⁰ | Out ¹⁰ | Total | Hour
In ¹⁰ | Out ¹⁰
 | Weekda
Total | In ¹⁰ | out ^{se}
 | Total | Hour
In ¹⁰ | Out ¹⁰ |
| Boutique Retail ⁴ | Weekday AM | Weekday
Midday Peak | Weekday PM | Saturday
Midday Peak | Auto
2.0% | Taxi
3.0% | |
 | Bus
6.0% | Walk
83.0% | Other | Total | Auto
2.0%
 | Taxi
3.0% | Subway
6.0% | Railroad | Bus
6.0%
 | Walk
83.0% | | Total | Total
 | In ¹⁰ | Out ¹⁰ | Total | Hour
In ¹⁰
7 | Out ¹⁰
7
 | Weekda
Total
7 | In ¹⁰ | Out ¹⁰
 | Total | Hour
In ¹⁰
9 | Out ¹⁰
8 |
| Boutique Retail ⁴
Pass-by/Linked Trip Reduction ² = | Weekday AM
Peak Hour | Weekday
Midday Peak
Hour | Weekday PM
Peak Hour | Saturday
Midday Peak
Hour | | | Subway | Railroad
 | | | | |
 | | , | |
 | | | | Total
2
0
 | In ¹⁰
1
0 | Out ¹⁰ 1 0 | Total
14
4 | Hour
In ¹⁰
7
2 | Out ¹⁰ 7 2
 | Weekda
Total
7
2 | y PM Pe | Out ^{so}
 | Total
17
4 | Hour
In ¹⁰
9
2 | Out ¹⁰
8
2 |
| Boutique Retail ⁴ | Weekday AM
Peak Hour | Weekday
Midday Peak
Hour | Weekday PM
Peak Hour | Saturday
Midday Peak
Hour | | | Subway | Railroad
 | | | | |
 | | 6.0% | |
 | | 0.0% | | Total 2 0 2 2 2 2 2 2 2 2 2 2 2 2
 | In ¹⁰ 1 0 1 | Out ¹⁰ 1 0 1 | Total | Hour
In ¹⁰
7
2
5 | Out ¹⁰ 7 2 5
 | Weekda
Total
7
2
5 | 4
1
3 | Out ⁵⁰ 4 1 3
 | Total
17
4
13 | Hour
In ¹⁰
9 | Out ¹⁰
8 |
| Boutique Retail ⁴
Pass-by/Linked Trip Reduction ² =
Net New Trips After Pass-by/Link | Weekday AM
Peak Hour | Weekday
Midday Peak
Hour | Weekday PM
Peak Hour | Saturday
Midday Peak
Hour | | | Subway | Railroad
 | | | | |
 | | , | |
 | | 0.0% | | Total
2
0
 | In ¹⁰
1
0 | Out ¹⁰ 1 0 | Total
14
4 | Hour
In ¹⁰
7
2 | Out ¹⁰ 7 2
 | Weekda
Total
7
2 | y PM Pe | Out ^{so}
 | Total
17
4 | Hour
In ¹⁰
9
2 | Out ¹⁰
8
2 |
| Boutique Retail ⁴
Pass-by/Linked Trip Reduction ² =
Net New Trips After Pass-by/Link
Trip Reduction ² = | Weekday AM
Peak Hour
68 | Weekday
Midday Peak
Hour
418 | Weekday PM
Peak Hour
211 | Saturday
Midday Peak
Hour
497 | 2.0% | 3.0% | Subway
6.0% | Railroad
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | Total 2 0 2 2 2 2 2 2 2 2 2 2 2 2
 | In ¹⁰
1
0
1 | Out ¹⁰ 1 0 1 | Total
14
4
11 | Hour
In ¹⁰
7
2
5 | Out ¹⁰ 7 2 5
 | Weekda
Total
7
2
5 | 4
1
3 | Out ⁵⁰ 4 1 3
 | Total
17
4
13 | Hour
In ¹⁰
9
2
7 | Out ¹⁰
8
2
5 |
| Boutique Retail ⁴
Pass-by/Linked Trip Reduction ² =
Net New Trips After Pass-by/Link
Trip Reduction ² = | Weekday AM
Peak Hour
68 | Weekday
Midday Peak
Hour
418 | Weekday PM
Peak Hour
211 | Saturday
Midday Peak
Hour
497 | 2.0% | 3.0% | Subway
6.0% | Railroad
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | Total 2 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
 | In ¹⁰ 1 0 1 0 | Out ¹⁰ 1 0 1 2 3 | Total
14
4
11
1
12 | Hour
In ¹⁰
7
2
5
1
6 | Out ¹⁰ 7 2 5 1 6
 | Weekda
Total
7
2
5
2
8 | y PM Pe
In ¹⁰
4
1
3
2
4 | Out ¹⁰ 4 1 3 1 3
 | Total
17
4
13
1
1
14 | Hour
In ¹⁰
9
2
7
1
8 | Out ¹⁰ 8 2 5 1 6 |
| Boulique Retail 4
Pass-bylLinked Trip Reduction ² =
Net New Trips After Pass-bylLink
Trip Reduction ² =
Residential ²
Site #18 | Weekday AM
Peak Hour
68
23 | Weekday
Midday Peak
Hour
418
12
12 | Weekday PM
Peak Hour
211
26 | Saturday
Midday Peak
Hour
497
16
16 | 2.0% | 3.0% | Subway
6.0% | Railroad
 | 6.0% | 83.0%
18.0% | 0.0% | 100.0% | 2.0%
 | 2.0% | 6.0% | 0.0% | 6.0%
 | 83.0%
18.0% | 0.0% | 100.0% | Total 2 0 2 4
 | In ¹⁰ 1 0 1 0 | Out ¹⁰ 1 2 3 | Total
14
4
11
1
12 | Hour
In ¹⁰
7
2
5
1
6 | Out ¹⁰ 7 2 5 1 6
 | Weekda
Total
7
2
5
2 | In ⁵⁰ 4 1 3 2 4 Characte | Out ⁵⁰
4
1
3
1
3
eristics ²
 | Total
17
4
13
1
1
14 | Hour
In ¹⁰
9
2
7
1 | Out ¹⁰ 8 2 5 1 6 |
| Boulique Retail ⁴
Pass-bylLinked Trip Reduction ² =
Net New Trips After Pass-bylLink
Trip Reduction ² =
Residential ² | Weekday AM
Peak Hour
68
23
Estimate | Weekday
Midday Peak
Hour
418
12
12
d Person-Trip Gr
Weekday
Midday Peak | Weekday PM
Peak Hour
211
26
eneration Chara
Weekday PM | Saturday
Midday Peak
Hour
497
16
16
cteristics
Saturday
Midday Peak | 2.0% | 3.0% | Subway
6.0% | Railroad
 | 6.0% | 83.0% | 0.0% | 100.0% | 2.0%
 | 3.0% | 6.0% | 0.0% | 6.0%
 | 83.0% | 0.0% | 100.0% | Total 2 0 2 4
 | In ¹⁰ 1 0 1 1 1 1 0 1 | Out ¹⁰ 1 2 3 | Total
14
4
11
1
12 | Hour
In ¹⁰
7
2
5
1
6
Vehicle
ay Midd | Out ¹⁰ 7 2 5 1 6
 | Weekda
Total
7
2
5
2
8
eneration | In ⁵⁰ 4 1 3 2 4 Characte | Out ⁵⁰
4
1
3
1
3
eristics ²
 | Total
17
4
13
1
1
14 | Hour
In ¹⁰
9
2
7
1
8
8 | Out ¹⁰ 8 2 5 1 6 |
| Boutique Resal 4
Pass dyrLinled Trip Reduction ²
Ne New Trip Reduction ²
Trip Reduction ²
Residential ²
Site #10
Land Use | Weekday AM
Peak Hour
68
23
23
Estimate
Weekday AM
Peak Hour | Weekday
Midday Peak
Hour
418
12
12
Weekday
Midday Peak
Hour | Weekday PM
Peak Hour
211
26
eneration Chara
Weekday PM
Peak Hour | Saturday
Midday Peak
Hour
497
16
16
Cteristics
Saturday
Midday Peak
Hour | 2.0%
12.0% | 3.0%
2.0%
Taxi | Subway
6.0%
51.0%
Estimate
Subway | Aailroad
 | 6.0%
11.0% | 83.0%
18.0%
M, SAT)
Walk | 0.0% 4.0% Other | 100.0%
100.0%
Total | 2.0%
 | 3.0%
2.0%
Taxi | 6.0%
51.0%
Est | 0.0%
2.0%
mated Mod | 6.0%
11.0%
E Split (N
Bus
 | 83.0%
18.0%
D)
Walk | 0.0%
4.0%
Other | 100.0% | Total 2 0 2 4 Weekdaa Total
 | In ¹⁰ 1 0 1 0 1 1 0 1 1 0 1 1 1 1 0 1 1 1 1 | Out ¹⁰ 1 2 3 extrmation A Hour Out ¹⁰ | Total
14
4
11
1
12
Stimated
Weekds
Total | Hour
In ¹⁰
7
2
5
1
6
Vehicle
Hour
In ¹⁰ | Out ¹⁰ 7 2 5 1 6 e-Trip Ge lay Peak Out ¹⁰
 | Weekda Total 7 2 5 2 8 meration Weekda Total | y PM Pe
In ⁵⁰
4
7
3
2
4
Charach
y PM Pe
In ⁵⁰ | An Hour
Out ⁵⁰
4
7
3
1
3
eristics ⁹
exak Hour
Out ⁵⁰
 | Total
17
4
13
1
14
Saturda
Total | Hour
In ¹⁰
9
2
7
1
8
8
Y Midda
Hour
In ¹⁰ | Out ¹⁰
8
2
5
1
6
9 Peak |
| Boulique Resai 4 Pass byLinket Trip Reduction 7 Nen New Trips Anther Pass-byLink Trip Reduction 7 Residential 7 Site #18 Land Use Boulique Resai 4 | Weekday AM
Peak Hour
68
23
Estimate | Weekday
Midday Peak
Hour
418
12
12
d Person-Trip Gr
Weekday
Midday Peak | Weekday PM
Peak Hour
211
26
eneration Chara
Weekday PM | Saturday
Midday Peak
Hour
497
16
16
cteristics
Saturday
Midday Peak | 2.0% | 3.0% | Subway
6.0% | Railroad
 | 6.0% | 83.0%
18.0% | 0.0% | 100.0% | 2.0%
 | 2.0% | 6.0% | 0.0% | 6.0%
 | 83.0%
18.0% | 0.0%
4.0%
Other | 100.0% | Total 2 0 2 4 Weekda Total 2
 | In ¹⁰ 1 0 1 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 | Out ¹⁰ 1 2 3 Example 1 Out ¹⁰ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Total 14 4 11 1 1 1 12 stimated Weekda Total 10 | Hour
In ¹⁰
7
2
5
1
6
Vehicle
Hour
In ¹⁰
5 | Out ¹⁰ 7 2 5 1 6 e-Trip Gs iay Peak Out ¹⁰ 5
 | Weekda
Total
7
2
5
2
8
weekda
Total
5 | y PM Pe
In ¹⁰
4
7
3
2
4
Characte
y PM Pe
In ¹⁰
2 | ak Hour Out ¹⁰ 4 1 3 1 3 eristics ² sak Hour Out ¹⁰ 2
 | Total
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4
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14
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Total
12 | Hour
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| Boutique Resal 4
Pass dyrLinled Trip Reduction ²
Ne New Trip Reduction ²
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Site #10
Land Use | Weekday AM
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Estimate
Weekday AM
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Hour
418
12
12
Weekday
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Hour | Weekday PM
Peak Hour
211
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eneration Chara
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497
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Cteristics
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Estimate
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12
12 | Weekday PM
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211
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eneration Chara
Weekday PM
Peak Hour
147 | Saturday
Midday Peak
Hour
497
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346 | 2.0% 12.0% Auto 2.0% | 3.0%
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| Boulique Retail * Passbytiched Trip Reduction * Net New Trips Alter Pass byticht Trip Reduction* Residentail * Site #18 Boulique Retail * Pass bytiched Trip Reduction * Net New Trips Alter Passbytich | Weekday AM
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eneration Chara
Weekday PM
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10 ¹⁰ 4 1 1 3 2 4 Character y PM Pe 2 1 2 1 2 | ak Hour Out ⁵⁰ 4 1 3 1 3 aristics ² bak Hour Out ⁵⁰ 2 1 2 1 2 1 2 1
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Hiddy Peak
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eneration Chara
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In ¹⁰ 4 7 3 2 4 Characte y PM Pe 1 7 2 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | out ¹⁰ 0ut ¹⁰ 1 3 1 3 eristics ² 0ut ¹⁰ 2 1 2 1 2 1 | Total
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| Boutque Resal 4 Pass by/Lined 7/ip Reduction ² Nea New Tirps Rath Pass by/Link The Reduction ² Reduction ² Site #18 Land Use Boutque Resal 4 Pass by/Linked 7/ip Reduction ² Nie New Tirps Alter Pass by/Linked 70 Reduction ¹ Office Commercial ¹ Community Facility/reduction ^{1ae} | Weekday AM
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cteristics
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| Boutique Petenti ⁴ Pass by/Linked Trip Reduction ² Nex New Trips Antur Pass by/Link Reduction ² Site #10 Land Use Boutique Retail ⁶ Pass by/Linked Trip Reduction ² Office/Commendi ⁶ Community Facility/Institutional ¹⁶ Community Facility/Institutional ¹⁶ Community Facility/Institutional ¹⁶ | Weekday AM
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cteristics
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Reddential ²
Site #18
Land Use
Builique Retail ⁴
Pass-bylichied Trip Reduction ²
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Community Facility/Institutional ^{IIII}
Residential ² | Weekday AM
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Nen New Tips Antur Pass byt.Link
Trip Reduction ²
Site #10
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Pass byt.Linket /Tip Reduction ²
Nen New Tips Amer Pass byt.Link
Trip Reduction ²
Office Commercial ²
Community Facility/Institutional ¹⁰
Community Facility/Institutional ¹⁰ | Weekday AM 988 Houri 68 - 23 - 23 - 23 - Weekday AM Peak Houri 47 - 0 - 36 - 30 - 31 - | Weekday
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Boutque Retail 4
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Net New Tips Alter Pass-by/Link
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Net New Tips Alter Pass-by/Link
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Community Facility/Institutional ¹⁰
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Site #18
Land Use
Boutque Retail 4
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Net New Tips Alter Pass-by/Link
Disto-fy Linked Tip Reduction ¹ -
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Site #19
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Site #22					r		Ectimate	d Mode Spl	AM D	M SATI		ACTION			Fe	timated Mod	a Solit (k	(D)					E	etimater	Vehicle	Trin Ge	neration ('haracta	ristics			
Site #22	Estimate	d Person-Trip G	eneration Chara	cteristics			Estimate	a mode opi	ic (24m, P	III, 3AT)					E.5	linated mod	e opiit (n	<i></i>)			Weekday	M Peak		Weekd	y Midda			/ PM Pea		Saturda	y Midday	Peak
Land Use		Weekday	Weekday PM	Saturday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total					Hour		Treenda			-	Hour	
	Weekday AM Peak Hour	Midday Peak Hour	Peak Hour	Midday Peak Hour																			Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total		Out ¹⁰
Specialty Retail 3	0	796	821	1,006	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	126	63	63	130	65	65	159	88	72
Pass-by/Linked Trip Reduction 2 =																					0	0	0	31	16	16	32	16	16	40	20	20
Net New Trips After Pass-by/Link Trip Reduction ³ =																					0	0	0	94	47	47	97	49	49	119	68	52
Office/Commercial 5	55	69	64	6	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	12	11	0	5	2	3	14	1	13	1	1	1
																					12	11	0	99	49	50	111	49	62	121	68	52
Site #23							Estimate	d Mode Spl	it (AM, P	M, SAT)					Es	timated Mod	e Split (N	MD)					E	stimated	Vehicle	-Trip Ge	neration (Characte	ristics ²			
	Estimate	d Person-Trip G	eneration Chara																		Weekday	AM Peak	Hour	Weekd	y Midda Hour	iy Peak	Weekday	/ PM Pea	ak Hour	Saturda	y Midday Hour	Peak
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Boutique Retail ⁴	74	453	229	540	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	15	8	8	8	4	4	18	10	8
Pass-by/Linked Trip Reduction ² =																					0	0	0	4	2	2	2	1	1	5	2	2
Net New Trips After Pass-by/Link Trip Reduction ³ =																					2	1	1	11	6	6	6	3	3	14	8	6
Hotel 6,7	9	11	11	17	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	2	1	1	3	2	1	3	2	1	5	3	2
Residential ²	16	8	18	11	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	1	0	1	1	0	0	2	1	0	1	0	0
																					6	2	4	15	8	7	10	6	5	19	11	8
Site #24							Estimate	d Mode Spl	it (AM, P	M, SAT)					Es	timated Mod	e Split (N	MD)					E	stimated	Vehicle	-Trip Ge	neration (Characte	ristics			
	Estimate	d Person-Trip G	eneration Chara																		Weekday	AM Peak	Hour	Weekd	y Midda Hour	iy Peak	Weekday	/ PM Pea	ak Hour	Saturda	y Midday Hour	Peak
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Boutique Retail ⁴	33	203	102	241	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	1	1	7	3	3	3	2	2	8	4	4
Pass-by/Linked Trip Reduction ² =																					0	0	0	2	1	1	1	0	0	2	1	1
Net New Trips After Pass-by/Link Trip Reduction ³ =																					1	1	1	5	3	3	3	1	1	6	3	3
Storage/Manufacturing ⁹	13	10	14	2	33.0%	0.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	2	0	1	0	0	3	0	2	0	0	0
																					4	3	1	6	3	3	5	2	4	6	4	3
Site #25	1					r	Estimate	d Mode Spl	it (AM, P	M, SAT)	r	r		T	Es	timated Mod	e Split (N	MD)									neration (
	Estimate	ed Person-Trip G	eneration Chara					Railroad	Bus	Walk	Other		Auto		Subway		-	Walk			Weekday /	AM Peak	Hour	Weekd	Hour	у Реак	Weekday	/ PM Pea	ak Hour	Saturda	y Midday Hour	Реак
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Boutique Retail ⁴	54	333	168	396	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	6	6	6	3	3	13	7	6
Pass-by/Linked Trip Reduction ² =																					0	0	0	3	1	1	1	1	1	3	2	2
Net New Trips After Pass-by/Link Trip Reduction ³ =																					2	1	1	8	4	4	4	2	2	10	6	4
Community Facility/Institutional Is	11	14	15	11	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	0	1	1	1	1	1	1	0	1	1	0
Community Facility/Institutional III	9	12	11	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	2	2	0	1	0	0	2	0	2	0	0	0
																					5	3	2	10	5	5	8	3	5	11	6	5
Site #26	r						Estimate	d Mode Spl	it (AM, P	M, SAT)				1	Es	timated Mod	e Split (N	MD)									neration (Characte	ristics ⁹	0		
Land Use	Estimate	ed Person-Trip G	eneration Chara		A	Tavi	Subway	Railroad	Bus	Walk	Other	Tata	Auto	Tax	Subway	Railroad	Bus	Walk	Other	Tata	Weekday	AM Peak	Hour	Weekd	iy Midda Hour	iy Peak	Weekdag	/ PM Pea	ak Hour	Jaturda	y Midday Hour	r dak
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	JUDWAY	Railroad	BUS	waik	Uther	Total	Auto	Taxi	Subway	Rairoad	Bus	waik	Uther	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Boutique Retail ⁴	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction ² =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction ³ =																					2	1	1	9	5	5	5	2	2	11	6	5
Residential ²	75	38	83	53	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	7	1	6	3	2	2	7	5	2	5	2	2
																					9	2	7	12	6	6	12	7	4	15	8	7
TOTAL EXISTING VEHICLE TRIPS																					380 :	311	69	1,085	532	553	1,230	478	752	1,239	701	538

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Table 3.15-4C

Estimated Peak Hour Trip Generation Characteristics for No-Action Development Sites 125th Street Corridor Rezoning and Related Action EIS

			ō	Size	No. of			Temp	ooral Distribut	Temporal Distribution (Peak Hour %)	ır %)	Estimated P	Estimated Person-Trip Generation Characteristics	eneration Cha	racteristics
No-Action Projects	Project Location	Land Use(s)	(sq. ft.)	(Number of Dwelling Units)	Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Manhattanville Rezoning ⁽¹⁾	Between 125th Street and 135th Street and Broadway and Twelfth Avenue	Mixed	1,524,600									1,656	1,956	1,841	1,956
		Residential		1,000		8.075 per dwelling unit	7.678 per dwelling unit	9.1%	4.7%	10.7%	8.2%	735	380	864	630
	Between 125th Street	Retail	470,000			82.59 per 1000 sf	109.72 per 1000 sf	2.3%	8.7%	8.9%	11.5%	893	3,377	3,455	5,904
East 125th Street Redevelopment ⁽²⁾	and 127th Street and Second Avenue and	Office	300,000			18.00 per 1000 sf	0.90 per 1000 sf	11.8%	15.0%	13.7%	15.0%	636	810	740	40
	Third Avenue	Hotel	100,000	130 (rooms)		9.4 per room	8.61 per room	%9'9	8.3%	7.7%	7.5%	81	102	94	84
		Caltural Facility	30,000	500 (seat)		2.19 per seat	2.19 per seat	%0.0	11.0%	20.0%	25.0%	0	121	218	274
F Diver Direc (3)	FDR Drive between	Retail	475,000		1,248 + 100 for			%8.0				374	1 607	4 647	6 20F
	Street	Office	18,300		employees			12.0%				40	600 [°] F	FD'F	2000
Harlem Hospital Center ⁽⁴⁾	East side of Lenox Avenue between 135th Street and 136th Street	Hospital	150,000									53	17	53	-
Fifth on the Park ⁽⁵⁾	Fifth Avenue between 119th Street and 120th Street	Residential	297,670	194	117	8.075 per dwelling unit	8.075 per dwelling 8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	157	78	172	110
All Saints Housing (HPD)^{(6)}	1940-1952 Park Avenue	Residential		100		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	81	40	89	57
The Nave (HPD) ⁽⁶⁾	2083-2091 Madison Avenue	Residential		118		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	95	48	105	67
West 127th Street (HPD) ⁽⁶⁾		Residential		205		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	166	83	182	116
The Kalahari Apartments (HPD) ⁽⁶⁾	South side of 116th Street between Fifth Avenue and Lenox Avenue	Residential		249		8.075 per dwelling unit	8.075 per dwelling 8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	201	101	221	141
Avant Caribe (HPD) ⁽⁶⁾	Fifth Avenue at 111th Street	Residential		350		8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	283	141	311	198
										TOTAL PER	TOTAL PERSON TRIPS=	5,450	11,941	12,892	15,960

FOOTNOTES:

Constrained in the second of the second matterning in West Harlem Rezoning and Academic Mixed/Used Development report, January 12, 2007.
Source for weekday AM. Midday and PM. Trip generation: Proposed Manhatannile in West Harlem Rezoning and Academic Mixed/Used Development report, January 12, 2007.
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Saurday Midday trip generation is same as Weskday Midday.
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Source In AM. Importal Santhulon for retain. Specially real model split development EIS. (1997): Realing and London Standay and PM. Harlem Hospital Contet.
Source In AM. Midday and PM. Harlem Hospital Contet. Moderization Project Data FIS. 2005.
Source Int AM. Midday and PM. Harlem Hospital Contet. Moderization Project Data FIS. 2005.
Source Int AM. Midday and PM. Harlem Hospital Parking Accumulation Study by UM. (Person trip data unavailable for Saturday).
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(7) General:

* A stally person-trip generation rates based on CEOR Technical Menual, Table 30-2. * Person-trip generation for Saturday, Pushkarev and Zupan, Urban Space for Pedestrians, 1975. * Vehicle estimated mode split is based on Residential modal split derived from Census 2000 Journey-to-Work data.

Table 3.15-4C (continued)

Estimated Peak Hour Trip Generation Characteristics for No-Action Development Sites 125th Street Corridor Rezoning and Related Action EIS

								,													I
				Es	Estimated Mode Split	lode Spli	Ŧ					Esti	Estimated Vehicle-Trip Generation Characteristics	hicle-T	'ip Gene	ration C	haracte	eristics			
No-Action Projects	Project Location	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekc	Weekday AM Peak Hour		Weekday Midday Peak Hour	, Midday F Hour		Weekday PM Peak Hour	ay PM Pe Hour		Saturday Midday Peak Hour	, Midday P Hour	eak
									•	Total	u	Out	Total	ln 0	Out To	Total	In 0	Out To	Total	n O	Out
Manhattanville Rezoning ⁽¹⁾	Between 125th Street and 135th Street and Broadway and Twelfth Avenue									310	252	58	156	. 82	78 3	307 6	67 2	240 1	156 7	78 7	78
										101	25	76	52 2	26	26 1	108 6	69	39 1	110 5	55 5	55
	Between 125th Street									133	74	59	484 2	255 2	229 4	497 2	241 2	256 6	649 3	343 3	306
East 125th Street Redevelopment ⁽²⁾	and 127th Street and Second Avenue and									65	57	œ	21	6	12 7	74	6	65	e	2	-
	Third Avenue									22	10	12	27	16	11 2	26 1	14	12 2	23 1	12	11
										0	0	0	41 2	28	13 6	62 3	31	31 6	9 06	62 2	28
L Di (3)	FDR Drive between	9.0%	14.5%							44	22	22	1 600 0	056 0	1 1 000	7 1031	200	1 000	1 05.7	0 020	070
East Kiver Plaza	Street	33.0%	2.0%							6	8	0									0
Harlem Hospital Center ⁽⁴⁾	East side of Lenox Avenue between 135th Street and 136th Street									16	1	5	5	3	2	16	9	10	15	8	7
Fifth on the Park ⁽⁵⁾	Fifth Avenue between 119th Street and 120th Street	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	14	2	12	7	3	3 1	15 1	10	4	10	5	5
All Saints Housing (HPD) ⁽⁶⁾	1940-1952 Park Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	7	+	9	4	2	2	8	5	2	2	2	2
The Nave (HPD) ⁽⁶⁾	2083-2091 Madison Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	8	+	7	4	2	2	6	9	3	9	3	3
West 127 Street (HPD) ⁽⁶⁾	340-352 St. Nicholas Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	14	2	12	7	4	4	16 1	11	5	10	5	2
The Kalahari Apartments (HPD) ⁽⁶⁾	South side of 116th Street between Fifth Avenue and Lenox Avenue	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	17	3	15	6	4	4 1	19	13	6	12	9	9
Avant Caribe (HPD) ⁽⁶⁾	Fifth Avenue at 111th Street	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	25	4	21	12	9	6 2	27 1	19	8	17	6	თ
				T0.	TOTAL NET NO-ACTION VEHICULAR TRIPS =	NO-ACTIN	ON VEHIA	CULAR T	-RIPS =	785	472	313 2	2,517 1,	1,292 1,	1,224 2,8	2,805 1,	1,291 1,	1,514 2,	2,958 1,4	1,563 1,	1,395
																					1

FOOTNOTES:

Manhattanville Rezoning:
 Source for weekday M/M diday and PM tip generation: Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Used Development report, January 12, 2007.
 Person-tip generation for Saturday: Pushkarev and Zupan. Urban Space for Pedestrians. 1975.
 Vehiole-trip generation for Saturday: Residential model split derived from Cansus 2000 Journey-to-Work data.

* Saturday Midday trip generation is same as Weekday Midday.
 (2) East 125th Street Redevelopment:
 (3) East Name Technical Memorandum, August 23 2007. Provided by Philip Habib & Associates.
 (3) East Nuer Plaza:

Source for Min. PM and Saurday trip generation: East River Plaza EIS, August 19, 1999.
 Source for AM emporal distribution for retail: *ITE Land Use Code &20*.
 Source for AM monoral distribution for office. *Suphare valat Supen. Urban Space for Pedestrians*, 1975.
 Source for AM mode split for retail: *Specially retail model split assumptions from Code &20*.
 Source for AM mode split for retail: *Specially retail model split assumptions from Code &20*.
 Source for AM mode split for retail: *Specially retail model split assumptions from Code &20*.
 Source for AM mode split for retail: *Specially retail model split based on Census 2000 Reverse Journey-to-Work data*.
 Harlen Hospital Conter:
 Source for AM mode split for office. *Office/Commercial model split based on Census 2000 Reverse Journey-to-Work data*.
 Harlen Hospital Conter:
 Source for AM mode split for office. *Office/Commercial model split based on Census 2000 Reverse Journey-to-Work data*.
 Source for AM mode split for office. *Office/Commercial model split based on Census 2000 Reverse Journey-to-Work data*.
 Harlen Hospital Conter:
 Mator Hospital Conter:
 Mator Hospital Conter:
 Mator Hospital Conter:
 Source: *The/New model Split Parking Accumulation Study by UAI (Person tip data unavailable for Saturday)*.
 Source: *The/New York City Department of Housing Preservation and Development (HPD)*

(7) General:

* Taily person-trip generation rates based on CEOR Technical Manual, Table 30-2. * Person-trip generation for Saturday: Pushkarev and Zupan, Urban Space for Pedestrians, 1975. * Vehicle estimated mode split is based on Residential model split derived from Census 2000 Journey-to-Work data.

Site #1													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	9,299	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	362	183	431
Office/Commercial ⁵	49,777	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	108	134	125	12
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	167	497	308	443

Site #2													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Ch	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	33,971	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	513	529	649
Office/Commercial ⁵	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Residential ²	N/A	122	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	99	49	108	69
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	99	562	638	718

Site #3													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Ch	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional ^{8a}	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional ^{8b}	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Residential ²	N/A	75	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	61	30	67	42
Boutique Retail ⁴	10,604	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	413	209	492
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	156	479	310	551

Site #4													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	10,122	N/A		205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet		19.0%	9.6%	9.5%	64	394	199	469
Office/Commercial ⁵	54,181	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	117	146	137	13
Total Square Footage (n/a residential and hotel)							то	TAL PERS	ON TRIPS	181	541	336	482

Site #5													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential ²	N/A	63	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	51	25	56	36
Total Square Footage (n/a residential and hotel)							то	TAL PERS	ON TRIPS	99	323	206	390

Site #6													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	21,250	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	135	828	418	985
Residential ²	N/A	143	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	115	58	127	81
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	251	885	545	1,066

Site #7													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	17,156	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	109	668	338	795
Office/Commercial ⁵	20,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	44	54	51	5
Hotel 6,7	20,184	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	22	27	25	40
Total Square Footage (n/a residential and hotel)	57,524						тс	TAL PERS	ON TRIPS	174	750	414	840

	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	47,110	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	712	734	900
Residential ²	N/A	185	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	149	75	164	105
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	149	786	898	1,004
(n/a residential and hotel) Site #9	,	<u> </u>											,

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	68,359	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,033	1,065	1,306
Residential ²	N/A	264	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	213	107	234	149
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	213	1,139	1,300	1,455

Site #10													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	150,630	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	2,275	2,347	2,877
Office/Commercial ⁵	451,890	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	976	1,220	1,139	108
Total Square Footage (n/a residential and hotel)	602 520						тс	TAL PERS	ON TRIPS	976	3,495	3,486	2,985

Site #11													
	Size 1	No. of	No. of	Weekday Daily Person Trip Rate	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces		Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential ²	N/A	89	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	72	36	79	50
Total Square Footage (n/a residential and hotel)							то	TAL PERS	ON TRIPS	208	871	501	1,044

Site #12													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Units Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	
Specialty Retail ³	42,889	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	648	668	819
Residential ²	N/A	168	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	136	68	149	95
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	136	716	818	914

Site #13													
	Size 1	No. of	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics
Land Use	(sq. ft.)	. ft.) Units				Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	51,469	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	777	802	983
Residential ²	N/A	200	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	162	81	178	113
Total Square Footage (n/a residential and hotel)	51 469						тс	TAL PERS	ON TRIPS	162	858	980	1,096

Site #14													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	ral Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Ch	aracteristics
Land Use		aq. ft.) Dwelling Park Units Space		Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	27,176	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	173	1,059	535	1,260
Residential ²	N/A	183	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	148	74	163	103
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	320	1,132	697	1,363

Site #15					ACTION CONDITI	UNS							
	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Units Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	
Boutique Retail ⁴	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Residential ²	N/A	90	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	73	36	80	51
Total Square Footage (n/a residential and hotel)							то	TAL PERS	ON TRIPS	211	882	507	1,058

Site #16													
	Size 1	No. of	No. of	Weekday Daily Person Trip Rate	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics
Land Use	(sq. ft.) Dwelling Units		Parking Spaces			Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	25,806	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	164	1,005	508	1,196
Residential ²	N/A	106	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	86	43	94	60
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	250	1,048	602	1,256

Site #17													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential ²	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)							то	TAL PERS	ON TRIPS	207	871	500	1,044

Site #18													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Ch	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	7,473	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	47	291	147	346
Community Facility/Institutional ^{8a}	1,924	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	5	6	7	5
Community Facility/Institutional ^{8b}	1,924	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	4	5	5	0
Residential ²	N/A	34	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	27	14	30	19
Total Square Footage (n/a residential and hotel)						TOTAL PERSON TRI				84	316	189	371

Site #19													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Ch	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional ^{8a}	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional ^{8b}	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Boutique Retail ⁴	22,938	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Residential ²	N/A	99	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	80	40	88	56
Total Square Footage (n/a residential and hotel)						TOTAL PERSON TRI				275	995	600	1,149

Site #20													
	Size 1	No. of	No. of	Weekday Daily Person Trip Rate	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Ch	aracteristics
Land Use	(sq. ft.) Units	Dwelling Units	Parking Spaces			Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	4,289	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	167	84	199
Residential ²	N/A	18	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	15	7	16	10
Total Square Footage (n/a residential and hotel)	4 289						то	TAL PERS	ON TRIPS	42	174	100	209

Table 3.15-5A Estimated Peak Hour Person-Trip Generation Characteristics by Development Site 125th St River to River Re-Zoning - Manhattan, New York ACTION CONDITIONS

Site #21					ACTION CONDITI	0.10							
	Size ¹	No. of	No. of	Weekdey Deily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Weekday Daily		Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional ^{8a}	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional ^{8b}	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial ⁵	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail ³	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	536,900						тс	TAL PERS	ON TRIPS	937	2,817	2,799	2,249

Site #22													
	Size 1	No. of	No. of	Weekday Daily	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics				
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Saturday Daily Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	39,068	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746
Residential ²	N/A	140	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	113	57	124	79
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	113	647	733	825

Site #23													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail ³	40,066	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential ²	N/A	179	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	145	72	159	101
Total Square Footage (n/a residential and hotel)							то	TAL PERS	ON TRIPS	145	677	783	866

Site #24													
	Size 1	No. of	No. of	Hour %)	Estimated P	erson-Trip G	eneration Ch	aracteristics					
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	15,698	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728
Residential ²	N/A	131	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	106	53	116	74
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	206	664	425	802

	Size ¹	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip Ge	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	8,150	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378
Residential ²	N/A	68	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	55	27	60	38
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	107	345	221	416

Site #26													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempor	al Distribu	tion (Peak	Hour %)	Estimated P	erson-Trip G	eneration Cha	aracteristics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail ⁴	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential ²	N/A	187	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	151	76	166	106
Total Square Footage (n/a residential and hotel)							тс	TAL PERS	ON TRIPS	210	438	349	538
TOTAL EXISTING VEHICLE TRIPS	1,904,520									6,076	22,910	19,247	25,137

Footnotes:

Site #25

 Footnotes:

 1 = Negative values represent a net loss from existing condition.

 2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.

 3 = NYCT Number 7 Extension Project, Appendix S.1, 2003

 4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.

 5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.

 6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.

 7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.

 8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.

 8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).

 9 = Trig generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

Table 3.15-58 Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site 125th St River to River Re-Zoning - Manhattan, New York ACTION CONDITIONS

Image: product of the series	Site #1							Estimat	ed Mode Sp	lit (AM, Pl	M, SAT)		Autio			Est	imated Mod	de Split (N	AD)						Estima	ted Vehin	cle-Trip G	eneration	h Characte	vristics ²			
Norw N		Estima		Generation Char	acteristics																	Weekday	AM Pea	k Hour	Weekd		iy Peak	Weekda	ay PM Pea	sk Hour			
Same and the state and the s	Land Use	Weekday AM Peak Hour	Midday Peak	Weekday PM Peak Hour		Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰ Out ¹⁰	
A A A A A A A A A A A A A A A A A A A	Boutique Retail 4		(ISSNI			2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8 7	
Name Na																								0									
NameNa	Net New Trips After Pass-by/Link Trip																																
1111<		108	124	105	12	22.08/	2.0%	20.08	2.0%	12.09	10.00/	2.09/	100.0%	E 094	E (19)	10.0%	0.0%	5.0%	75.00	0.0%	100.09/												
PACT PART PART PART PART PART PART PART PAR	Cilce Commercial	100	134	125	12	33.0%	2.0%	30.0%	3.076	12.0%	18.0%	2.0%	100.0%	0.0%	5.0%	10.0%	0.0%	0.076	75.0%	0.0%	100.0%		-			3							
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Image Image Image Image <th< td=""><td>Site #2</td><td>Eetima</td><td>ted Parson-Trin</td><td>Generation Char</td><td>actoristics</td><td></td><td></td><td>Estimat</td><td>ed Mode Sp</td><td>lit (AM, Pl</td><td>M, SAT)</td><td></td><td></td><td></td><td></td><td>Est</td><td>imated Mod</td><td>de Split (N</td><td>AD)</td><td></td><td></td><td>Weekday</td><td>AM Peri</td><td>k Hour</td><td></td><td>ay Midda</td><td></td><td></td><td>Characte</td><td>eristics²</td><td></td><td></td></th<>	Site #2	Eetima	ted Parson-Trin	Generation Char	actoristics			Estimat	ed Mode Sp	lit (AM, Pl	M, SAT)					Est	imated Mod	de Split (N	AD)			Weekday	AM Peri	k Hour		ay Midda			Characte	eristics ²			
A B <th< td=""><td>Land Use</td><td></td><td>Weekday</td><td></td><td>.</td><td>Auto</td><td>Taxi</td><td>Subway</td><td>Railroad</td><td>Bus</td><td>Walk</td><td>Other</td><td>Total</td><td>Auto</td><td>Taxi</td><td>Subway</td><td>Railroad</td><td>Bus</td><td>Walk</td><td>Other</td><td>Total</td><td>Т</td><td>T</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	Land Use		Weekday		.	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Т	T										
Second Se			Midday Peak Hour																			Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰ Out ¹⁰	
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ColsaColsaColsaColsa	Office/Commercial 5	0	0	0	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0 0	
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Substrate Substrat Substrate Substrate	Community Facility/Institutional Its					4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1 1	
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Neurosci Neurosci <th< td=""><td>Office/Commercial ⁵ Coffice/Commercial ⁵ Coffice/Commercial ⁵ Coffice/Co</td><td>22 Estima Weekday AM Peak Hour 0 149 Estima Weekday AM Peak Hour</td><td>27 ted Person-Trip Weekday Midday Peak Hour 712 75 ted Person-Trip Weekday Midday Peak Hour</td><td>Generation Chara Weekday PM Peak Hour 734 164 Generation Char Weekday PM Peak Hour</td><td>acteristics Saturday Midday Peak Hour 900 105 105 sateristics Saturday Midday Peak Hour</td><td>9.0% 12.0% Auto</td><td>14.5% 2.0% Taxi</td><td>Subway 20.0% 51.0% Estimat Subway</td><td>Railroad</td><td>Bus 20.0% 11.0% lit (AM, PI Bus</td><td>Walk 35.0% 18.0% M, SAT) Walk</td><td>0.0% 4.0% Other</td><td>100.0% 100.0% Total</td><td>9.0%</td><td>14.5% 2.0% Taxi</td><td>Subway 20.0% 51.0% Est Subway</td><td>Railroad 1.5% 2.0% imated Moo Railroad</td><td>Bus 20.0% 11.0% de Split (N Bus</td><td>Walk 35.0% 18.0% (D) Walk</td><td>0.0% 4.0% Other</td><td>100.0% 100.0% Total</td><td>Total 0 0 0 0 13 13 13 Weekday Total 0 0</td><td>In⁵⁰ 0 2 2 AM Peat In⁵⁰</td><td>Out⁵⁰ 0 11 11 k Hour Out⁵⁰</td><td>Weekd Total 113 28 84 6 91 Estima Weekd Total 163</td><td>ay Midda Hour In¹⁰ 56 14 42 3 45 ted Vehic ay Midda Hour In¹⁰ 82</td><td>y Peak Out¹⁰ 56 14 42 3 45 cle-Trip G ty Peak Out¹⁰ 82</td><td>Weekdi Total 116 29 87 14 101 eneration Weekdi Total 168</td><td>h Character ay PM Pea In¹⁰ 58 15 44 10 54 54 h Character ay PM Pea In¹⁰ 84</td><td>ak Hour Out¹⁰ 58 15 44 4 4 8 sristics⁹ ak Hour Out¹⁰ 84</td><td>Total 1 142 36 107 9 116 </td><td>lour ¹ In¹⁰ Out¹⁰ 78 64 18 18 60 46 5 5 65 51 Midday Peak Iour In¹⁰ Out¹⁰ 114 93</td></th<>	Office/Commercial ⁵ Coffice/Commercial ⁵ Coffice/Commercial ⁵ Coffice/Co	22 Estima Weekday AM Peak Hour 0 149 Estima Weekday AM Peak Hour	27 ted Person-Trip Weekday Midday Peak Hour 712 75 ted Person-Trip Weekday Midday Peak Hour	Generation Chara Weekday PM Peak Hour 734 164 Generation Char Weekday PM Peak Hour	acteristics Saturday Midday Peak Hour 900 105 105 sateristics Saturday Midday Peak Hour	9.0% 12.0% Auto	14.5% 2.0% Taxi	Subway 20.0% 51.0% Estimat Subway	Railroad	Bus 20.0% 11.0% lit (AM, PI Bus	Walk 35.0% 18.0% M, SAT) Walk	0.0% 4.0% Other	100.0% 100.0% Total	9.0%	14.5% 2.0% Taxi	Subway 20.0% 51.0% Est Subway	Railroad 1.5% 2.0% imated Moo Railroad	Bus 20.0% 11.0% de Split (N Bus	Walk 35.0% 18.0% (D) Walk	0.0% 4.0% Other	100.0% 100.0% Total	Total 0 0 0 0 13 13 13 Weekday Total 0 0	In ⁵⁰ 0 2 2 AM Peat In ⁵⁰	Out ⁵⁰ 0 11 11 k Hour Out ⁵⁰	Weekd Total 113 28 84 6 91 Estima Weekd Total 163	ay Midda Hour In ¹⁰ 56 14 42 3 45 ted Vehic ay Midda Hour In ¹⁰ 82	y Peak Out ¹⁰ 56 14 42 3 45 cle-Trip G ty Peak Out ¹⁰ 82	Weekdi Total 116 29 87 14 101 eneration Weekdi Total 168	h Character ay PM Pea In ¹⁰ 58 15 44 10 54 54 h Character ay PM Pea In ¹⁰ 84	ak Hour Out ¹⁰ 58 15 44 4 4 8 sristics ⁹ ak Hour Out ¹⁰ 84	Total 1 142 36 107 9 116	lour ¹ In ¹⁰ Out ¹⁰ 78 64 18 18 60 46 5 5 65 51 Midday Peak Iour In ¹⁰ Out ¹⁰ 114 93	
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19 3 16 132 66 68 147 77 69 168 94 74	OttoorCommercial ⁵ CottoorCommercial ⁵ Site #8 Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² = Net New Trips After Pass-byLink Trip Reduction ² Residential ² Site #9 Land Use Specially Retail ³ Pass-byLinked Trip Reduction ¹ = Net New Trips After Pass-byLink Trip Reduction ¹ Pass-byLinked Trip Reduction ¹ Net New Trips After Pass-byLink Trip Reduction ¹ Pass-byLink Trip Pa	22 Estima Weekday AM Peak Hour 0 149 Estima Weekday AM Peak Hour 0	27 ted Person-Trip Weekday Middy Peak Hour 712 75 ted Person-Trip Weekday Midday Peak Hour 1.033	Generation Char Weekday PM Peak Hour 734 164 Generation Char Weekday PM Peak Hour 1,085	actoristics Saturday Midday 900 105 105 Saturday Midday Peak Hour 1,306	9.0% 12.0% Auto 9.0%	14.5% 2.0% Taxi 14.5%	Subway 20.0% 51.0% Estimat Subway 20.0%	Railroad	Bus 20.0% 11.0% Bus 20.0%	Walk 35.0% 18.0% M, SAT) Walk 35.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total	9.0% 12.0% Auto 9.0%	14.5% 2.0% Taxi 14.5%	Subway 20.0% 51.0% Est Subway 20.0%	Railroad 1.5% 2.0% Railroad	Bus 20.0% 11.0% Bus 20.0%	Walk 35.0% 18.0% Walk 35.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total	Total 0 0 13 13 13 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In ¹⁰ 0 0 0 2 2 AM Pes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out ¹⁰ 0 0 0 11 11 11 k Hour 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Weekd Total 1113 28 84 6 91 Estima Weekd Total 163 41 122	ay Midda Hour In ¹⁰ 56 14 42 45 45 45 45 45 45 40 Hour In ¹⁰ 82 20 61	y Peak Out ¹⁰ 56 14 42 3 45 cle-Trip G ty Peak Out ¹⁰ 82 20 61	Weekd: Total 116 29 87 14 101 ceneration Weekd: Total 168 42 126	a Characte ay PM Pea In ¹⁰ 58 15 44 10 54 10 54 10 54 10 54 10 54 10 63	tk Hour Out ¹⁰ 58 15 44 4 48 eristics* ak Hour Out ¹⁰ 84 21 63	Total 1 142	Iour Out ¹⁰ In ¹⁰ Out ¹⁰ 78 64 78 64 78 5 60 46 5 5 65 51 Midday Peak Iour ¹⁰ In ¹⁰ Out ¹⁰ 114 93 26 26 88 67	
	Otilice/Commercial ⁵ Otilice/Commercial ⁵ Site #8 Land Use Specially Retail ³ Pass-by/Linked Trip Reduction ² Residential ² Site #9 Land Use Specially Retail ³ Pass-by/Linked Trip Reduction ¹ Net New Tripa After Pass-by/Link Trip Residential ² Specially Retail ³ Pass-by/Linked Trip Reduction ¹ Net New Tripa After Pass-by/Link Trip Reduction ¹	22 Estima Weekday AM Peak Hour 0 149 Estima Weekday AM Peak Hour 0	27 ted Person-Trip Weekday Middy Peak Hour 712 75 ted Person-Trip Weekday Midday Peak Hour 1.033	Generation Char Weekday PM Peak Hour 734 164 Generation Char Weekday PM Peak Hour 1,085	actoristics Saturday Midday 900 105 105 Saturday Midday Peak Hour 1,306	9.0% 12.0% Auto 9.0%	14.5% 2.0% Taxi 14.5%	Subway 20.0% 51.0% Estimat Subway 20.0%	Railroad	Bus 20.0% 11.0% Bus 20.0%	Walk 35.0% 18.0% M, SAT) Walk 35.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total	9.0% 12.0% Auto 9.0%	14.5% 2.0% Taxi 14.5%	Subway 20.0% 51.0% Est Subway 20.0%	Railroad 1.5% 2.0% Railroad	Bus 20.0% 11.0% Bus 20.0%	Walk 35.0% 18.0% Walk 35.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total	Total 0 0 13 13 13 Total 0 0 13	In ¹⁰ 0 0 2 2 2 AM Peas 0 0 0 3	Out ⁵⁰ 0 0 11 11 k Hour 0 0 0 0 16	Weekd Total 113 28 84 6 91 Estima Weekd 163 41 122 9	ay Midda Hour In ¹⁶ 56 14 42 3 45 45 45 45 45 45 45 45 82 20 61 5	Out ¹⁰ 56 14 42 3 45 ccle-Trip G 45 Out ¹⁰ 82 20 61 5	Weekd: Total 116 29 87 14 101 eneration Total 168 42 126 20	In Character ay PM Pess 58 15 58 15 44 10 54 10 54 10 54 In 10 54 84 21 63 14	Outle Outle 58 15 44 4 48 wristics" Sk Hour Outle 84 21 63 6	Total 1 142	Iour Out ¹⁰ In ¹⁰ Out ¹⁰ 78 64 78 64 78 64 78 65 5 5 65 51 Midday Peak lour Out ¹⁰ In ¹⁰ Out ²⁰ 114 93 26 26 88 67 6 6	

Table 3.15-58 Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site 125th St River to River Res-Zoning - Manhattan, New York

											St River t	ACTIO	e-Zoning - CONDITI	Manhatta ONS	n, New To																
Site #10	Estima	ted Person-Trip	Generation Char	racteristics			Estimat	ed Mode Sp	lit (AM, P	M, SAT)					Est	imated Mod	de Split (N	(D)			Weekday	AM Pe	ak Hour			icle-Trip C lay Peak	1	ay PM Pea	ak Hour	Saturday M	
Land Use	Weekday AM	Weekday Midday Peak	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	Hour In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Ho Total Ir	
	Peak Hour	Hour	Peak Hour	Peak Hour																											
Specialty Retail 3	0	2,275	2,347	2,877	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	360	180	180	371	186	186	455 21	
Pass-by/Linked Trip Reduction ³ = Net New Trips After Pass-by/Link Trip																					0	0	0	90	45	45	93	46	46	114 5	
Reduction ³ =		4 000	4.400	400		0.00	00.00	0.000	40.00		0.000	400.00	5.001	6 MH	40.000	0.001	5 M	75.00	0.001	400.000	0 209	0	0 8	270 81	135	135 49	278 244	139	139 232	341 11 23 1	33 148
Office/Commercial 5	976	1,220	1,139	108	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%		201			31	-		12			
					1																209	201	8	350	166	184	522	151	371	364 2	07 157
Site #11	Eetima	ted Person-Trip	Generation Char	ractarietice			Estimat	ed Mode Sp	lit (AM, P	M, SAT)					Est	imated Mod	e Split (N	(D)			Weekday	AM Pe	ak Hour		lay Midd	icle-Trip C lay Peak		n Characte av PM Pea		Saturday M	
Land Use	Weekday AM	Weekday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Тахі	Subway	Railroad	Bus	Walk	Other	Total					Hour					Ho	
	Peak Hour	Midday Peak Hour	Peak Hour	Peak Hour																		In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰		¹⁰ Out ¹⁰
Boutique Retail ⁴	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7		8 15
Pass-by/Linked Trip Reduction ³ = Net New Trips After Pass-by/Link Trip										_											0	0	0	7	4	4	4	2	2	8 .	
Reduction ³ =							-											-			5	2	2	21	11	11	11	5	5	25 1	4 11
Residential ²	72	36	79	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	6	1	5	3	2	2	7	5	2	4 :	
																					11	3	8	24	12	12	17	10	7	29 1	6 13
Site #12	1					1	Estimat	ed Mode Sp	lit (AM, P	M, SAT)	1	1			Est	imated Mod	de Split (N	(D)						Estima	ted Veh	icle-Trip G lay Peak		n Characte		Saturday M	idday Deek
Land Use		ted Person-Trip Weekday			Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekday	AM Pe	ak Hour	Weeku	Hour	аугеак	Weekd	ay PM Pea	ak Hour	Hc	iur
	Weekday AM Peak Hour	Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	, ,																Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total Ir	¹⁰ Out ¹⁰
Specialty Retail 3	0	648	668	819	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	102	51	51	106	53	53	130 7	1 58
Pass-by/Linked Trip Reduction ³ =																					0	0	0	26	13	13	26	13	13	32 1	6 16
Net New Trips After Pass-by/Link Trip Reduction ³ =																					0	0	0	77	38	38	79	40	40	97 5	5 42
Residential ²	136	68	149	95	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12	2	10	6	3	3	13	9	4	8	4 4
																					12	2	10	83	41	41	92	49	44	105 5	9 46
Site #13							Estimat	ed Mode Sp	lit (AM, P	<u>M, SA</u> T)					Est	imated Mod	le Split (N	ID)						Estima	ted Veh	icle-Trip G	Seneration	n Characte	eristics		
	Estima	ted Person-Trip	Generation Char	racteristics																_	Weekday	AM Pe	ak Hour	Weekd	lay Midd Hour	lay Peak		ay PM Pea		Saturday M Ho	
Land Use	Weekday AM Peak Hour	Weekday Midday Peak	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total Ir	10 Out ¹⁰
Specialty Retail 3	0	Hour 777	802	983	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	123	61	61	127	63	63	155 8	5 70
Pass-by/Linked Trip Reduction 3 =		<u> </u>		1		-															0	0	0	31	15	15	32	16	16	39 1	
Net New Trips After Pass-by/Link Trip Reduction ³ =				<u> </u>																	0	0	0	92	46	46	95	48	48	117 6	6 51
Residential ²	162	81	178	113	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	14	2	12	7	4	4	15	11	5	10	5 5
																					14	2	12	99	50	50	111	58	52	126 7	1 55
Site #14							Estimat	ed Mode Sp	lit (AM, P	M, SAT)					Est	imated Mod	de Split (N	(D)						Estima		icle-Trip G	Seneration	n Characte	eristics ²	0	
Land Use	Estima	ted Person-Trip	Generation Char	racteristics	A	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	e	Railroad	Bus	Walk	Other	Total	Weekday	AM Pe	ak Hour	Weekd	Hour	lay Peak	Weekd	ay PM Pea	ak Hour	Saturday M Ho	
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Kaliroad	Bus	waik	Other	Iotai	Auto	Taxi	Subway	Kaliroad	Bus	waik	Uther	Iotai	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total Ir	10 Out10
Boutique Retail ⁴	173	1,059	535	1,260	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	36	18	18	18	9	9	42 2	3 19
Pass-by/Linked Trip Reduction 3 =																					0	0	0	9	4	4	4	2	2	11 1	5 5
Net New Trips After Pass-by/Link Trip Reduction ³ =																					6	3	3	27	13	13	13	7	7	32 1	8 14
Residential ²	148	74	163	103	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	13	2	11	6	3	3	14	10	4	9 1	5 5
																					19	5	14	33	17	17	28	17	11	41 2	2 18
Site #15				1	1		Fetimat	ed Mode Sp	III (AM D	M SATI			r		Eet	imated Mod	ie Split (k	4D)									Constantion	n Characte			
ORC PTS	Estima	ted Person-Trip	Generation Char	racteristics			Countral	ieu moue op	(200,1						La	indee moe					Weekday	AM Pe	ak Hour	Weekd	lay Midd Hour	lay Peak		ay PM Pea		Saturday M Ho	
Land Use				Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰		10 Out ¹⁰
	Weekday AM	Weekday	Weekday PM																0.0%	100.0%	5	2	2						7	34 1	9 15
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Peak Hour	1.007	2.0%	2.08	e 09/	0.0%	e 08	93.09/	0.09/	100.09/	2.04		e .ce/										4.4	4.4	4.4	7	,	34 1	5 15
Boutique Retail ⁴	Weekday AM	Weekday Midday Peak		1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%			0	28	14	14	14	7	2		
Boutique Retail ⁴ Pass-by/Linked Trip Reduction ³ =	Weekday AM Peak Hour	Weekday Midday Peak Hour	Peak Hour	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	0	0	0	7	4	4	4	2	2	8	
Boutique Retail ⁴ Pass-bylLinked Trip Reduction ³ = Net New Trips After Pass-bylLink Trip Reduction ³ =	Weekday AM Peak Hour 138	Weekday Midday Peak Hour 846	Peak Hour 427																		0 5	0 2	2	7 21	4	4		2 5	5	25 1	4 11
Boutique Retail ⁴ Pass-byLinked Trip Reduction ³ = Net New Trips After Pass-byLink Trip	Weekday AM Peak Hour	Weekday Midday Peak Hour	Peak Hour	1,007 51	2.0%	3.0%	6.0% 51.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0% 2.0%	6.0%	2.0%	6.0%	83.0%	4.0%	100.0%	0 5 6	0 2 1	2	7 21 3	4 11 2	4 11 2	4 11 7	2 5 5	5	25 1 4 :	4 11
Boutique Retail ⁴ Pass-bylLinked Trip Reduction ³ = Net New Trips After Pass-bylLink Trip Reduction ³ =	Weekday AM Peak Hour 138	Weekday Midday Peak Hour 846	Peak Hour 427																		0 5	0 2	2	7 21	4	4	4	2 5	5	25 1 4 :	4 11
Boutique Retail ⁴ Pass-bylLinked Trip Reduction ³ = Net New Trips After Pass-bylLink Trip Reduction ³ =	Weekday AM Peak Hour 138 73	Weekday Midday Peak Hour 846 36	Peak Hour 427 80	51			51.0%		11.0%	18.0%											0 5 6 11	0 2 1 3	2 5 8	7 21 3 24 Estima	4 11 2 12 tted Veh lay Midd	4 11 2 12	4 11 7 18 Seneration	2 5 5 10 Characte	5 2 7 eristics ⁹	25 1 4 : 30 1 Saturday M	4 11 2 2 7 13
Boutique Retail ⁴ Pass-byLinked <i>Trip Reduction</i> ² = Net New Trips After Pass-byLink Trip Reduction ² = Residential ²	Weekday AM Peak Hour 138 73 Estima	Weekday Midday Peak Hour 846 36 ted Person-Trip Weekday	Peak Hour 427 80 Generation Char	51 Fracteristics			51.0%	2.0%	11.0%	18.0%											0 5 6 11 Weekday	0 2 1 3	2 5 8 sak Hour	7 21 3 24 <u>Estima</u>	4 11 2 12 ted Veh ay Midd Hour	4 11 2 12 icle-Trip C ay Peak	4 11 7 18 Seneration Weekd	2 5 5 10 character ay PM Pes	5 2 7 aristics ⁹ ak Hour	25 1 4 : 30 1 Saturday M Hc	4 11 2 2 7 13 iidday Peak uur
Boutique Retail ⁴ Pass-byLinked <i>Trip Reduction</i> ² = Net New Trips After Pass-byLink Trip Reduction ² = Residential ²	Weekday AM Peak Hour 138 73	Weekday Midday Peak Hour 846 36 36	Peak Hour 427 80	51			51.0%	2.0%	11.0%	18.0%			12.0%				11.0% de Split (N Bus			100.0% Total	0 5 6 11 Weekday	0 2 1 3	2 5 8	7 21 3 24 Estima	4 11 2 12 tted Veh lay Midd	4 11 2 12	4 11 7 18 Seneration	2 5 5 10 Characte	5 2 7 eristics ⁹	25 1 4 : 30 1 Saturday M Hc	4 11 2 2 7 13
Boutique Retail ⁴ Pass-byLinked <i>Trip Reduction</i> ² = Net New Trips After Pass-byLink Trip Reduction ² = Residential ²	Weekday AM Peak Hour 138 73 73 Estima Weekday AM	Weekday Midday Peak Hour 846 36 ted Person-Trip Weekday Midday Peak	Peak Hour 427 80 Generation Char	51 racteristics			51.0%	2.0%	11.0%	18.0%											0 5 6 11 Weekday Total 6	0 2 1 3 AM Per In ⁵⁰ 3	2 5 8 sak Hour	7 21 3 24 <u>Estima</u>	4 11 2 12 ted Veh Hour In ¹⁰ 17	4 11 2 12 icle-Trip C iay Peak Out ¹⁰ 17	4 11 7 18 Seneration Weekd	2 5 5 10 Character ay PM Pea In ¹⁰ 9	5 2 7 ak Hour Out ¹⁰ 9	25 1 4 :: 30 1 Saturday M Total Ir 40	4 11 2 2 7 13 idday Peak uur ¹⁰ Out ¹⁰ 2 18
Boutique Retail ¹ Pass-byl-Leked <i>Trip Reduction</i> ¹ Net New Trips After Pass-byl-Lek Trip Reduction ² Residential ² Site #16 Land Use Boutique Retail ¹ Pass-byl-Leked <i>Trip Reduction</i> ² =	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour	Weekday Midday Peak Hour 846 36 36 ted Person-Trip Weekday Midday Peak Hour	Peak Hour 427 80 Generation Chan Weekday PM Peak Hour	51 racteristics Saturday Midday Peak Hour	12.0%	2.0% Taxi	51.0% Estimat	2.0% ed Mode Sp Railroad	11.0% lit (AM, P Bus	18.0% M, SAT) Walk	4.0% Other	100.0% Total	12.0%	2.0%	51.0% Est	2.0% imated Moc	11.0% de Split (N Bus	18.0% (D) Walk	4.0% Other	100.0% Total	0 5 6 11 Weekday Total	0 2 1 3 AM Per	2 5 8 sak Hour Out ¹⁰	7 21 3 24 Estima Weekd Total	4 11 2 12 Heed Veh Hour In ¹⁰	4 11 2 12 icle-Trip C iay Peak Out ¹⁰	4 11 7 18 Seneration Weekd Total	2 5 5 10 m Character ay PM Pes	5 2 7 ak Hour Out ¹⁰	25 1 4 2 30 1 Saturday M Ho Total Ir	4 11 2 2 7 13 idday Peak uur ¹⁰ Out ¹⁰ 2 18
Boutique Retail * Pass-byl-Linked Trip Reduction * Net New Trips After Pass-byl-Link Trip Net New Trips After Pass-byl-Link Trip Reduction * Residential * Site #16 Land Use Boutique Retail *	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour	Weekday Midday Peak Hour 846 36 36 ted Person-Trip Weekday Midday Peak Hour	Peak Hour 427 80 Generation Chan Weekday PM Peak Hour	51 racteristics Saturday Midday Peak Hour	12.0%	2.0%	51.0% Estimat	2.0% ed Mode Sp Railroad	11.0% lit (AM, P Bus	18.0% M, SAT) Walk	4.0% Other	100.0% Total	12.0%	2.0%	51.0% Est	2.0% imated Moc	11.0% de Split (N Bus	18.0% (D) Walk	4.0% Other	100.0% Total	0 5 6 11 Weekday Total 6	0 2 1 3 AM Per In ⁵⁰ 3	2 5 8 sak Hour Out ⁵⁰ 3	7 21 3 24 Estima Weekd Total 34	4 11 2 12 ted Veh Hour In ¹⁰ 17	4 11 2 12 icle-Trip C iay Peak Out ¹⁰ 17	4 11 7 18 Seneration Weekd Total 17	2 5 5 10 Character ay PM Pea In ¹⁰ 9	5 2 7 ak Hour Out ¹⁰ 9	25 1 4 :: 30 1 Saturday M Total Ir 40	4 11 2 2 7 13 iidday Peak uur 0 Out ¹⁰ 2 18 5 5
Boutique Retail * Pass-byl-Linked Trip Reduction * Net New Trips After Pass-byl-Link Trip Reduction * Residential * Site #16 Land Use Boutique Retail * Pass-byl-Linked Trip Reduction * Pass-byl-Linked Trip Reduction *	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour	Weekday Midday Peak Hour 846 36 36 ted Person-Trip Weekday Midday Peak Hour	Peak Hour 427 80 Generation Chan Weekday PM Peak Hour	51 racteristics Saturday Midday Peak Hour	12.0%	2.0%	51.0% Estimat	2.0% ed Mode Sp Railroad	11.0% lit (AM, P Bus	18.0% M, SAT) Walk	4.0% Other	100.0% Total	12.0%	2.0%	51.0% Est	2.0% imated Moc	11.0% de Split (N Bus	18.0% (D) Walk	4.0% Other	100.0% Total	0 5 6 11 Weekday Total 6 0	0 2 1 3 AM Pec 1n ⁵⁰ 3 0	2 5 8 sak Hour Out ⁵⁰ 3 0	7 21 3 24 Estima Weekd Total 34 8	4 11 2 12 ted Veh lay Midd Hour In ¹⁰ 17 4	4 11 2 12 12 icle-Trip G iay Peak Out ¹⁰ 17 4	4 11 7 18 Seneration Weekd Total 17 4	2 5 5 10 0 Character ay PM Pes 9 2	5 2 7 ak Hour Out ¹⁰ 9 2	25 1 4 2 30 1 Saturday M Hc Total Ir 40 2 10 2	4 11 2 2 7 13 idday Peak urr ¹⁰ Out ¹⁰ 2 18 5 5 7 13
Boutique Retail * Pass-byLinked Trip Reduction * Net New Trips After Pass-byLink Trip Reduction * Residential * Esite #16 Eoutopue Retail * Pass-byLinked Trip Reduction * Net New Trips After Pass-byLink Trip Reduction * Reduction * Reduction * Reduction *	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour 164	Weekday Midday Peak Hour 846 38 38 ted Person-Trip Weekday Midday Peak	Peak Hour 427 80 Generation Chan Weekday PM Peak Hour 508	Sturday Midday Peak Hour 1,196	12.0%	2.0% Taxi 3.0%	51.0% Estimat Subway 6.0%	2.0% ed Mode Sp Railroad	11.0% lit (AM, P Bus 6.0%	18.0% M, SAT) Walk 83.0%	4.0%	100.0%	12.0%	2.0% Taxi 3.0%	51.0% Est Subway 6.0%	2.0% imated Moc Railroad	11.0% ie Split (N Bus 6.0%	18.0% ID) Walk 83.0%	4.0% Other 0.0%	100.0% Total 100.0%	0 5 6 11 Weekday Total 6 0 6	0 2 1 3 (AM Pee In ⁵⁰ 3 0 3	2 5 8 ak Hour Out ⁵⁰ 3 0 3	7 21 3 24 Estima Weekd Total 34 8 25	4 11 2 12 12 12 12 12 12 10 10 17 17 4 13	4 11 2 12 12 icle-Trip C ay Peak 0ut ¹⁰ 17 4 13	4 11 7 18 Seneration Weekd Total 17 4 13	2 5 5 10 0 Charactic ay PM Pess 9 9 2 6	5 2 7 ak Hour 9 2 6	25 1 4 :: 30 1 Saturday M Hc Total Ir 40 2 10 4 30 1 5 ::	4 11 2 2 7 13 idday Peak urr ¹⁰ Out ¹⁰ 2 18 5 5 7 13
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Boutique Retail * Pass-byl-Linked Trip Reduction * Net New Trips After Pass-byl-Link Trip Reduction * Residential * Site #16 Land Use Boutique Retail * Pass-byl-Linked Trip Reduction * Residential * Net New Trips After Pass-byl-Link * Reduction * Residential *	Weekday AM Peak Hour 138 73 73 Eastima Weekday AM Peak Hour 164 06	Weekday Midday Peak 846 36 36 ted Person-Trip 1,005 43 ted Person-Trip	Peak Hour 427 80 80 Generation Chaa Weekday PM Peak Hour 508 94	Sturday Midday M	2.0% 2.0% 12.0%	2.0% Taxi 3.0%	51.0% Estimat 6.0% 51.0% Estimat	2.0% ed Mode Sp Railroad 0.0% 2.0%	11.0% Bus 6.0% 11.0%	18.0% M. SAT) Walk 83.0%	4.0% Other 0.0% 4.0%	100.0% Total 100.0%	12.0% Auto 2.0%	2.0%	51.0% Est 51.0% 51.0% Est	2.0% imated Moc Railroad 0.0% 2.0%	11.0% 3e Split (h Bus 6.0% 11.0% 5e Split (h	18.0% (D) Walk 83.0% 18.0%	4.0%	100.0% Total 100.0%	0 5 6 11 Weekday Total 6 0 6 7	0 2 1 3 3 AM Pec 3 0 3 3 1 4	2 5 8 3 0 3 0 3 6 9	7 21 3 24 <u>Estima</u> Weekd Total 34 8 25 4 29 Estima	4 11 2 12 12 12 12 12 12 10 11 12 11 13 2 15 15	4 11 2 12 12 12 12 12 12 12 12	4 11 7 18 Seneration Weekd Total 17 4 13 8 21	2 5 5 10 0 Characte ay PM Pes 9 2 6 6 6 6	5 2 7 ak Hour 9 2 6 2 9 9 eristics ⁹	25 1 4 :: 30 1 Saturday M Hc Total Ir 40 2 10 4 30 1 5 ::	4 11 2 2 7 13 iidday Peak uur 1 ⁴⁰ Out ⁴⁹ 2 18 5 5 7 13 3 3 9 16 iidday Peak
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Boutique Retail * Pass-byl-Linked Trip Reduction * Net New Trips After Pass-byl-Link Trip Reduction * Residential * Site #16 Land Use Boutique Retail * Pass-byl-Linked Trip Reduction * Residential * Net New Trips After Pass-byl-Link * Reduction * Residential *	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour 164 86 86	Weekday Midday Peak Hour 846 36 36 36 40 Person-Trip Weekday Midday Peas 43 43	Peak Hour 427 80 Generation Char Peak Hour 508 94 94	acteristics Saturday Midday 60 60 60 60 60 60 60 60 60 60 60 60 60	2.0% 2.0% 12.0%	2.0% Taxi 3.0%	51.0% Estimat 6.0% 51.0% Estimat	2.0% ed Mode Sp Railroad 0.0% 2.0%	11.0% Bus 6.0% 11.0%	18.0% M. SAT) Walk 83.0%	4.0% Other 0.0% 4.0%	100.0% Total 100.0%	12.0% Auto 2.0%	2.0%	51.0% Est 51.0% 51.0% Est	2.0% imated Moc Railroad 0.0% 2.0%	11.0% 3e Split (h Bus 6.0% 11.0% 5e Split (h	18.0% (D) Walk 83.0% 18.0%	4.0%	100.0% Total 100.0%	0 5 6 11 7 6 6 7 13 Weekday	0 2 1 3 AM Pee In ⁵⁰ 3 0 3 0 3 1 4 AM Pee	2 5 8 ak Hour 3 0 3 6 9 9	7 21 3 24 Estima Weekd 34 8 25 4 29 Estima 29	4 11 2 12 ted Veh Hour 17 4 13 2 15 ted Veh Hour Hour	4 11 2 12 icle-Trip (4 17 4 13 2 15 icle-Trip (isy Peak	4 11 7 18 2eneratice Weekd 17 4 13 8 21 3 3 3 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	2 5 5 10 n Charactet ay PM Pec 6 6 6 12 n Charactet 12 n Charactet 12	5 2 7 7 ak Hour 9 2 6 2 9 9 sristics ⁹ 2 9 9	25 1 4 :: 30 1 Saturday M He Total ir 40 2 10 2 30 1 5 : 35 2 Saturday M He Total ir Total ir	4 11 2 2 7 13 iidday Peak ⁴⁰ Out ⁴⁹ 2 18 5 5 7 13 3 3 0 16 iidday Peak uur
Boutique Retail * Pass-byl-Linked Trip Reduction * Pass-byl-Linked Trip Reduction * Reduct	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour 164 86 86	Weeksay Midday Peak 846 38 38 38 43 43 43 43 43	Peak Hour 427 80 80 Generation Chas 94 94 Generation Chas 94 94	sturday Midday Peak Hour 1,196 00 racteristics Saturday Midday	12.0% 2.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0%	51.0% Estimat Subway 6.0% 51.0% Estimat Subway	2.0% ed Mode Sp Railroad 2.0% ed Mode Sp Railroad	11.0% Bus 6.0% 11.0% Bus	18.0% M. SAT) Walk 83.0% 18.0% Walk	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total	12.0% Auto 2.0% 12.0%	2.0% Taxi 3.0% 2.0%	51.0% Est Subway 51.0% 51.0% Est Subway	2.0% imated Moc Railroad 2.0% imated Moc Railroad	11.0% 50 Split (h Bus 6.0% 11.0% 50 Split (h Bus	18.0% D) Walk 83.0% 18.0% 4D) Walk	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total	0 5 6 11 Weekday Total 6 0 6 7 13 Weekday Total	0 2 1 3 AM Pec 1 3 0 3 0 3 1 4 AM Pec 1 1 4 AM Pec 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 8 ak Hour 3 0 3 3 6 9 9 ak Hour 2 0 ut ⁵⁰ 3 0 3 0 0 3 0 0 3 0 0 3 0 0 3 0 0 3 0 0 3 0 0 3 0 0 1 3 0 0 0 1 9	7 21 3 24 Estima Weekd 7 0tal 34 8 25 4 29 Estima Weekd Total	4 11 2 12 12 12 12 12 10 10 17 4 13 2 15 15 16 10 17 10 17 13 2 15 15 16 16 17 16 17 17 17 17 17 17 17 17 17 17	4 11 2 12 12 12 0 1 1 0 1 1 1 1 1 1 1 1 1	4 11 7 18 Seneration Weekd Total 17 4 13 8 21 Seneration Weekd Total 17 4 13 8 21	2 5 5 10 n Character 9 2 6 6 6 12 n Character 12 n Character 12 n Character 12 n Character 10 9 2 2 6 6 6 10	5 2 7 7 shittics ² 4 4 4 9 2 6 2 9 5 5 5 6 2 9 5 5 5 5 5 5 5 5 5 5 5 5 5	25 1 4 :: 30 1 Saturday M He Total ir 40 2 10 2 30 1 5 : 35 2 Saturday M He Total ir Total ir	4 11 2 2 Sidday Peak 000000000000000000000000000000000000
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Boutique Retail * Pass-byl.Exked Trip Reduction * Pass-byl.Exked Trip Reduction * Reductio	Weekday AM Peak Hour 138 73 73 Estima Weekday AM Peak Hour 164 86 86	Weeksay Midday Peak 846 38 38 38 43 43 43 43 43	Peak Hour 427 80 80 Generation Chas 94 94 Generation Chas 94 94	sturday Midday Peak Hour 1,196 00 racteristics Saturday Midday	12.0% 2.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0%	51.0% Estimat Subway 6.0% 51.0% Estimat Subway	2.0% ed Mode Sp Railroad 2.0% ed Mode Sp Railroad	11.0% Bus 6.0% 11.0% Bus	18.0% M. SAT) Walk 83.0% 18.0% Walk	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total	12.0% 2.0% 12.0% 2.0% 2.0%	2.0% Taxi 3.0% 2.0%	51.0% Est Subway 51.0% 51.0% Est Subway	2.0% imated Moc Railroad 2.0% imated Moc Railroad	11.0% 50 Split (h Bus 6.0% 11.0% 50 Split (h Bus	18.0% D) Walk 83.0% 18.0% 4D) Walk	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total	0 5 6 11 Weekday 7 Total 6 7 13 Weekday 7 Total 5 0 6	0 2 1 3 AMPec 3 0 3 0 3 1 4 AMPec 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 5 8 8 8 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0	7 21 3 24 Estima Weekd 8 25 4 29 Estima 28 Total 28 7	4 11 2 12 12 12 10 10 17 4 13 2 15 15 15 10 17 1 13 2 15 10 17 14 14 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 11 2 12 icle-Trip C sy Peak 0ut ¹⁰ 13 2 15 icle-Trip C icle-Trip C 0ut ¹⁰ 14 4	4 11 7 18 20027010 Weekd Total 17 4 13 8 201 201 201 201 201 201 201 201 201 201	2 5 5 10 10 Characture ay PM Pece 9 2 6 6 6 6 12 0 Characture 6 6 12 0 Characture 7 7 2	5 2 7 aristics ² ak Hour 9 2 6 6 2 9 9 2 6 6 2 9 9 9 9 3 xristics ² 7 0 ut ¹⁰ 7 0 x ¹⁰ 7 2 2 3	25 1 4 2 300 1 He Total Ir 40 40 2 10 2 10 3 30 1 5 3 335 2 Saturday M Total Ir 33 33 1 8 -	4 11 2 2 7 13 idday Peak y ¹⁰ Out ¹⁰ 2 18 5 5 7 13 8 3 90 16 Bidday Peak ure ut ¹⁰ Out ¹⁰ 8 15 4 4
Boutique Retail * Pass-byl-Laked Trip Reduction * Pass-byl-Laked Trip Reduction * Residential * Site #16 Land Use Boutique Retail * Pass-byl-Laked Trip Reduction * Net New Trips Alter * Residential * Site #17 Land Use Boutique Retail * Pass-byl-Laked Trip Reduction * Residential *	Weekday AM Peak Hour 138 73 Eastima Weekday AM Peak Hour 164 86 86 86 86 86	Weskay Middy Peak 846 36 36 36 46 Person-Trip Middy Peak 43 43 43 43	Peak Hour 427 80 80 Generation Cha Weekday PM Peak Hour 508 94 Generation Cha	acteristics Saturday Midday Peak Hour 1,196 00 00 acteristics Saturday Midday Peak Hour 094	2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Estimat Subway 6.0% 51.0% Estimat Subway 6.0%	2.0% ed Mode Sg Railroad 2.0% Railroad 0.0%	III.0% Bus 6.0% III.0% Bus 6.0%	M. SAT) Walk 83.0% 83.0%	4.0% 0ther 0.0% 4.0% 0ther 0.0%	Total 100.0% Total 100.0%	12.0% 2.0% 12.0% 2.0% 2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% Est Subway 8.0%	2.0% imated Moc 0.0% 2.0% Railroad 0.0%	11.0% Bus 6.0% 11.0% Bus 6.0%	18.0% Malk 83.0% 18.0% Malk 83.0%	4.0% Other 0.0% 4.0% Other	100.0% Total 100.0% Total 100.0%	0 5 6 11 Weekday 7 70tal 6 7 13 Weekday 7 13 9 Weekday 7 5 0 5 6 6 6	0 2 1 3 AM Pee In ¹⁹ 3 0 3 0 3 1 4 AM Pee 1 1 2 0 2 0 2 1	2 5 8 8 3 3 3 0 3 6 9 9 9 8 4 4 0 2 2 0 0 2 2	7 21 3 24 Estima Weekd 34 8 25 4 29 Estima Weekd 29 Estima 7 7 21 3	4 11 2 12 12 12 12 10 10 17 4 13 2 15 15 10 11 1 1 1 1 2 11 2 11 2 1 1 1 1 2 1	4 11 2 12 12 12 12 12 12 12 12	4 11 7 18 Seneration Weekd Total 17 4 13 8 21 Seneration Weekd Total 14 4 11 11	2 5 5 10 10 Character 3 y PM Pece 6 6 6 12 12 10 Character 6 6 12 12 10 Character 7 2 5	5 2 7 sristics ² ak Hour 9 2 2 6 6 2 9 2 2 6 6 2 9 9 sristics ⁷ 7 7 7 2 5	25 1 4 2 30 1 Saturday M Total Ir 40 2 10 2 10 2 10 2 30 1 5 3 35 2 Saturday M He Total Ir 30 1 5 3 1 8 4 2 2 1 4 2 1 1 1 1 1 1 1 1 1 1 1 1 1	4 11 2 2 7 13 Bilday Peak (ur) (100 - 10
Boutique Retail * Pass-byl-Laked Trip Reduction * Net New Trips After Pass-byl-Link Trip Reduction * Residential * Site #16 Land Use Boutique Retail * Pass-byl-Linked Trip Reduction * Reduction * Residential * Bite #17 Land Use Boutique Retail * Pass-byl-Linked Trip Reduction * Red	Weekday AM Peak Hour 138 73 Eastima Weekday AM Peak Hour 164 86 86 86 86 86	Weskay Middy Peak 846 36 36 36 46 Person-Trip Middy Peak 43 43 43 43	Peak Hour 427 80 80 Generation Cha Weekday PM Peak Hour 508 94 Generation Cha	acteristics Saturday Midday Peak Hour 1,196 00 00 acteristics Saturday Midday Peak Hour 094	2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Estimat 51.0% 51.0% 51.0% 51.0%	2.0% ed Mode Sg Railroad 0.0% 2.0% Railroad 0.0% 2.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	18.0% M. SAT) Walk 83.0% 18.0% M. SAT) Walk 83.0%	4.0% 0ther 0.0% 4.0% 0ther 0.0%	Total 100.0% Total 100.0%	12.0% 2.0% 12.0% 2.0% 2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% 6.0% 6.0%	2.0% imated Moc Railroad 0.0% 2.0%	11.0% 50 Spit (6 Bus 6.0% 11.0% 8 US 6.0% 11.0%	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0%	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total 100.0%	0 5 6 11 Weekday 7 7 Total 6 0 6 7 13 Weekday Total 5 0 5 0 5 0 5 0	0 2 1 3 AM Peter 1 1 3 0 3 0 3 1 4 AM Peter 1 5 0 3 0 3 0 3 0 3 1 4 AM Peter 1 5 6 6 6 7 7 7 8 8 8 7 8 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8	2 5 8 8 3 3 0 3 3 6 9 9 9 3 8 4 4047 0 3 3 0 3 3 6 9 9 3 3 2 2 2 0 2 2 5 5 3	7 21 3 24 Total 34 8 25 4 25 4 29 Total 28 Total 28 7 7 21 3 3 24	4 11 2 12 ted Vah ay Midd Hour 17 4 13 2 15 ted Vah Hour 17 4 13 2 15 ted Vah Hour 17 4 13 2 15 15 14 14 14 12 12 12 12 12 12 12 12 12 12	4 11 2 12 icle-Trip C 4 13 2 15 icle-Trip C icle-Trip C 4 13 2 15 icle-Trip C icle-Trip C 0ut ¹⁰ 14 4 11 2 12	4 11 7 18 2eneration Total 17 4 13 8 21 2 2 1 2 2 1 2 1 7 0 4 13 13 8 2 1 2 1 7 7 13 8 8 2 1 1 7 17 17 17 17 17 17 17 17 17 17 17	2 5 5 10 n Character ay PM Pec 6 6 12 n Character 4 9 2 6 6 12 12 n Character 5 5 5	5 2 7 sristics ² 9 2 6 2 9 2 6 2 9 sristics ² 9 5 2 5 2 2	25 1 4 2 30 1 Saturday M Total Ir 40 2 10 2 10 2 10 2 30 1 5 3 35 2 Saturday M He Total Ir 30 1 5 3 1 8 4 2 2 1 4 2 1 1 1 1 1 1 1 1 1 1 1 1 1	4 11 2 2 7 13 idday Peak y ¹⁰ Out ¹⁰ 2 18 5 5 7 13 8 3 90 16 Bidday Peak ure ut ¹⁰ Out ¹⁰ 8 15 4 4
Boutique Retail * Pass-byl Linked Trip Reduction * Pass-byl Linked Trip Reduction * Residential * Site #16 Land Use Boutique Retail * Pass-byl Linked Trip Reduction * Residential * Site #17 Land Use Boutique Retail * Site #17 Land Use Boutique Retail * Pass-byl Linked Trip Reduction * Site #17 Land Use Boutique Retail * Pass-byl Linked Trip Reduction * Residential * Pass-byl Linked Trip Reduction * Residential *	Weekday AM Paak Hour 138 73 Estima Weekday AM Peak Hour 164 86 Estima B6 U Peak Hour 136 71	Weekday Midday Peak Hour 846 38 38 43 43 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Generation Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acteristics Saturday Midday Peak Hour 1,198 00 00 saturday Midday Peak Hour 994 50 50	2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Estimat 51.0% 51.0% 51.0% 51.0%	2.0% ed Mode Sg Railroad 2.0% Railroad 0.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	18.0% M. SAT) Walk 83.0% 18.0% M. SAT) Walk 83.0%	4.0% 0ther 0.0% 4.0% 0ther 0.0%	Total 100.0% Total 100.0%	12.0% 2.0% 12.0% 2.0% 2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% 6.0% 6.0%	2.0% imated Moc 0.0% 2.0% Railroad 0.0%	11.0% 50 Spit (6 Bus 6.0% 11.0% 8 US 6.0% 11.0%	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0%	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total 100.0%	0 0 6 11 11 1 Weekdsv 0 6 0 7 13 Weekdsv 1 Your 1 0 5 0 5 6 1	0 2 1 3 AM Pec 3 0 3 0 3 0 3 1 4 AM Pec 1 2 0 2 0 2 1 3 3 3 3 3 3 4 3 3 3 3 3 3 3 3 3 3 3 3 3	2 5 8 0 0 1 3 0 3 6 9 9 8 8 4 Hour 9 9 3 6 9 9 2 0 0 2 2 5 8 8 3	7 21 3 24 Estima 34 8 25 4 29 25 4 29 20 Estima 7 21 3 24 Estima	4 11 2 12 12 14 10 17 4 13 2 15 15 15 16 14 11 1 2 12 12 12 14 11 1 1 1 1 1 1 1	4 11 2 12 12 12 12 12 12 12 12	4 11 7 18 Total 17 4 13 8 21 Total 14 4 11 7 17 2000000000000000000000000000000000000	2 5 5 10 n <u>Charactetete</u> 9 2 6 6 12 12 n <u>Charactete</u> 6 12 n <u>Charactete</u> 5 5 5 10	5 2 rristics ² ak Hour 9 2 6 2 9 eristics ⁴ ak Hour 0 rristics ⁴ 5 2 7 2 7 2 5 2 7 2 5 2 7 7 7 7 7 7 7 7 7 7 7 7 7	25 1 30 1 30 1 Kontay III All Statements 701 1 40 2 10 1 30 1 5 2 30 1 5 2 5 2 33 1 8 - 25 1 8 - 4 2 4 2 28 1 Standy IM	4 11 2 2 7 13 iidday Peak 18 2 18 5 5 7 13 8 3 9 16 iidday Peak 14 14 04* 6 15 4 11 2 2 6 13 8 1 4 11 2 2 6 13
Boutique Retail * Pass-by/Linked Trip Reduction * Net New Trips Alter Pass-by/Link Trip Residential * Site #16 Land Use Boutique Retail * Pass-by/Linked Trip Reduction * Residential * Site #17 Land Use Boutique Retail * Pass-by/Linked Trip Reduction * Residential * Site #17 Residential * Site #17 Residential *	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 00 Estima 71 71 71 Estima Weekday AM	Weekday Midday Peak Hour 846 38 38 38 40 Person-Trip Midday Peak Hour 1.005 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Generation Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acteristics Saturday Midday Peak Hour 1,196 60 60 acteristics Saturday Midday Peak Hour 934 50 50 acteristics Saturday Midday Saturday Midday Saturday Midday	2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Estimat 51.0% 51.0% 51.0% 51.0%	2.0% ed Mode Sg Railroad 0.0% 2.0% Railroad 0.0% 2.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	18.0% M. SAT) Walk 83.0% 18.0% M. SAT) Walk 83.0%	4.0% Other 0.0% 4.0%	Total 100.0% Total 100.0%	12.0% 2.0% 12.0% 2.0% 2.0%	2.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% 6.0% 6.0%	2.0% imated Moc Railroad 0.0% 2.0%	11.0% 50 Spit (b Bus 6.0% 11.0% 8 us 6.0% 11.0%	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0%	4.0% Other 0.0% 4.0%	100.0% Total 100.0% Total 100.0%	0 5 6 11 11 1 Weekday 7 13 0 6 7 13 1 Weekday 7 13 5 0 5 6 11 Weekday 1	0 2 1 3 0 3 0 3 1 4 AM Pec 1 3 0 2 0 2 1 3 3 AM Pec 1 1 4 AM Pec 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 8 0 0 1 3 0 3 3 6 9 9 3 3 6 9 9 3 3 6 9 9 3 3 6 9 9 2 2 0 2 2 5 5 8 8 0 2 3 8 8 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 21 3 24 Total 34 8 25 4 29 Estiman 4 29 Total 28 7 21 3 3 24 Estiman 4 Weekd	4 11 2 12 12 14 10 17 4 17 4 13 2 15 15 15 16 14 11 1 2 12 12 12 14 11 1 1 1 1 1 1 1	d 11 2 12 isterring of prost 0ut ¹⁰ 17 d 13 2 isterring of prost isterring of prost 0ut ¹⁰ 13 2 15 isterring of prost 0ut ¹⁰ 14 11 2 12 isterring of prost isty prost	4 11 7 18 7 18 7 18 7 18 7 18 7 10 1 1 7 1 1 1 1 7 1 1 1 1 7 1 1 1 7 1 1 7 1 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 5 10 10 10 10 10 10 2 6 6 6 6 12 2 6 6 12 12 7 7 2 5 5 5 10 10 7 7 2 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10	5 2 7 7 0ut ¹⁰ 9 2 6 6 2 9 9 2 6 6 2 9 9 2 6 6 7 7 2 5 5 2 7 7 7	25 1 4 :: 30 1 Saturday M He H : 40 : 40 : 40 : 40 : 40 : 40 : 40 : 40 : 50 : 30 1 6 : 7 : 33 : 6 : 7 : 25 : 25 : 20 : 20 : 4 : 20 : 20 : 10 : 11 : 12 : 13 : 14 : 20 : 14 : 20 :	4 11 2 2 7 13 idday Peak 1 uururururururururururururururururururu
Boutique Retail * Pass-byl-Linked Trip Reduction * Pass-byl-Linked Trip Reduction * Reduct	Weekday AM Paak Hour 138 73 Estima Weekday AM Peak Hour 164 86 Estima 71 71 71 71 271 271 271	Weekday Midday Peak Hour 846 38 38 38 40 Person-Trip Weekday Midday Peak Hour 835 36 36 36 36	Peak Hour 427 427 80 80 Generation Chas Generation Chas Generation Chas 78 78 Generation Chas Generation Chas	acteristics Saturday Midday Peak Hour 1,198 00 00 sturday Midday Peak Hour 994 50 50 sturday Midday Saturday M	12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 2.0%	51.0% Estimat Subway 6.0% 51.0% Subway 6.0% 51.0% Estimat Subway	2.0% ad Mode Sg Railroad 0.0% 2.0% Railroad 0.0% 2.0% Railroad	11.0% Bus 6.0% 11.0% Bus 11.0% Bus 11.0%	18.0% M. SAT) Walk 83.0% M. SAT) 18.0% M. SAT) Walk Walk	4.0% Cther 0.0% 4.0% Cther 0.0% 4.0% Cther 0.0% Cther 0	100.0% Total 100.0% Total 100.0% Total 100.0% Total	12.0% Auto 2.0% 12.0% Auto 2.0% Auto	2.0% Taxi 3.0% 2.0% Taxi 3.0% 	51.0% Est Subway 6.0% 51.0% 51.0% Est Subway	2.0% imated Mod Railroad 2.0% Railroad 0.0% 2.0% Railroad	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	18.0% (D) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A	4.0% Other 0.0% 0.0% 0.0% 0.0%	100.0% Total 100.0% Total 100.0% 100.0% Total	0 5 6 11 11 1 Weekday 6 0 6 7 13 Weekday 7 13 0 5 6 11 1 Weekday 7 Total 1 Weekday 7 7 1 10 1 11 1	0 2 1 3 AMPec 1 3 0 3 1 4 AMPec 1 3 2 0 2 0 2 1 3 AMPec 1 3 3 4 AMPec 1 3 3 3 1 4 4 AMPec 1 3 3 3 1 4 4 4 4 4 4 4 4 4 4 4 4 4	2 5 8 8 8 4 4 0 4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	7 21 3 24 Estimate 2 4 29 Estimate 2 5 4 29 Estimate 2 7 7 21 3 24 Estimate 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	4 11 2 12 12 12 12 13 17 4 13 2 15 15 14 14 11 2 12 12 14 11 1 1 1 1 1 1 1 1	d 11 2 12 12 12 12 13 2 15 16b-Trip C 17 4 13 2 15 16b-Trip C 11 2 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 13 14 15	4 11 7 18 2eneration Weekd Total 17 4 13 8 21 21 21 3 8 eneration 14 4 11 7 17 17 2	2 5 5 10 10 2 2 6 6 6 12 10 7 7 2 5 5 5 10 0 Character 12 8 5 10 10 12 12 12 12 12 12 12 12 12 12 12 12 12	5 2 7 7 8 8 4 10 9 9 2 6 2 9 9 9 9 9 9 9 9 9 9 9 9 9	25 1 4 :: 30 1 Saturday, Mark He Total ir 40 : 40 : 40 : 40 : 40 : 40 : 5 : 5 : 33 1 6 : 753 : 25 : 25 : 22 : 23 : 24 : 22 : 704 :	4 11 2 2 7 13 idday Peak 18 10 0.419 2 18 5 5 7 13 10 16 11 10 10 16 10 16 11 10 12 16 13 3 10 16 11 11 2 2 6 13 10 13 10 14 11 2 2 13
Boutique Retail * Pass-bylLaked Trip Reduction * Pass-bylLaked Trip Reduction * Reduction	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 00 Estima 71 71 71 Estima Weekday AM	Weskay Middy Peak 846 36 36 37 40 40 40 40 40 40 40 40 40 40 40 40 40	Peak Hour 427 427 80 80 Generation Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acteristics Saturday Midday Peak Hour 1,196 60 60 acteristics Saturday Midday Peak Hour 934 50 50 acteristics Saturday Midday Saturday Midday Saturday Midday	12.0% 2.0% 12.0% 12.0% 12.0%	2.0% Taxi 3.0% Taxi 3.0% 2.0%	51.0% Estimat Subway 6.0% 51.0% Estimat 51.0% 6.0% 51.0%	2.0% ed Mode Sg 2.0% 2.0% ed Mode Sg 2.0% 2.0% ed Mode Sg	11.0% Bus 6.0% 11.0% Bus 11.0% Bus 6.0%	M. SAT) Walk 83.0% 18.0% Walk 83.0% 18.0%	4.0% 0ther 0.0% 4.0% 4.0% 4.0%	100.0% Total 100.0% Total 100.0% 100.0%	12.0% Auto 2.0% 12.0% Auto 2.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 2.0%	51.0% Est Subway 51.0% 51.0% 51.0% Est	2.0% imated Mod and a	11.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% 11.0% 6.0% 11.0% 11.0%	18.0% 4D) Walk 83.0% 18.0% 4D) 18.0% 18.0% 18.0% 0)	4.0% Other 0.0% Other 0.0%	100.0% Total 100.0% Total 100.0% 100.0%	0 5 6 11 Weekday 6 0 6 7 13 5 6 7 13 9 6 9 7 9 6 13 0 5 6 11 Weekday 7 13	0 2 1 3 AM Pec 0 3 0 3 1 4 AM Pec 1 0 2 0 2 1 3 AM Pec 1 1 3	2 5 8 8 8 4 4 0 4 5 9 9 3 6 3 6 9 9 3 6 9 9 9 9 9 3 8 8 2 2 0 2 2 5 8 8 3 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	7 21 3 24 Estimation 34 8 4 29 Estimation 7 21 3 24 Estimation 7 21 3 24 Total 29 Estimation 7 21 3 24 29 Estimation 7 20 20 20 20 20 20 20 20 20 20	4 11 2 12 12 12 12 13 17 4 13 2 15 15 16 14 11 2 12 12 12 16 14 11 2 12 12 16 16 16 11 5 16 16 16 17 17 16 17 16 17 17 17 17 17 17 17 17 17 17 17 17 17	4 11 2 12 iste-Tring C ay Peak 0ut ¹⁰ 13 2 15 iste-Tring C ay Peak 0ut ¹⁰ 14 4 11 2 iste-Tring C ay Peak 0ut ¹⁰ 5	4 11 7 18 Weekd Total 17 4 13 8 21 Weekd Total 14 4 11 7 17 20 Weekd Total 14 5	2 5 5 10 0 Character 9 2 6 6 12 0 12 0 6 6 12 12 0 6 6 12 12 0 7 2 5 5 10 10 0 Character 12 12 12 12 12 12 12 12 12 12 12 12 12	5 2 7 7 8 8 4 4 9 9 2 6 2 9 9 9 9 9 9 9 9 9 9 9 9 9	25 1 4 :: 30 1 30 1 Total Ir 40 : 30 1 10 : 35 : 35 : 35 : 35 : 33 1 0 . 25 1 30 . 25 1 33 . 25 1 4 : 29 1 29 1 20 1 21 .	4 11 2 2 7 13 liddy Peak ur ur 0ut ¹⁰ 2 18 5 5 7 13 0 16 lidday Peak ur ur 0 lidday Peak 11 d 11 d 11 d 11 d 13 idday Peak ur ur ur idday Peak ur ur ur i ¹⁰ Out ¹⁰ i ¹⁰ Out ¹⁰
Boutique Retail * Pass by/Linker Trip Reduction * Residential * Resident	Weekday AM Paak Hour 138 73 Estima Weekday AM Peak Hour 164 86 Estima 71 71 71 71 271 271 271	Weekday Midday Peak Hour 846 38 38 38 40 Person-Trip Weekday Midday Peak Hour 835 36 36 36 36	Peak Hour 427 427 80 80 Generation Chas Generation Chas Generation Chas 78 78 Generation Chas Generation Chas	acteristics Saturday Midday Peak Hour 1,198 00 00 sturday Midday Peak Hour 994 50 50 sturday Midday Saturday M	12.0% Auto 2.0% 12.0% 2.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 2.0%	51.0% Estimat Subway 6.0% 51.0% Subway 6.0% 51.0% Estimat Subway	2.0% ad Mode Sg Railroad 0.0% 2.0% Railroad 0.0% 2.0% Railroad	11.0% Bus 6.0% 11.0% Bus 11.0% Bus 11.0%	18.0% M. SAT) Walk 83.0% M. SAT) 18.0% M. SAT) Walk Walk	4.0% Cther 0.0% 4.0% Cther 0.0% 4.0% Cther 0.0% Cther 0	100.0% Total 100.0% Total 100.0% Total 100.0% Total	12.0% Auto 2.0% 12.0% Auto 2.0% Auto	2.0% Taxi 3.0% 2.0% Taxi 3.0% 	51.0% Est Subway 6.0% 51.0% 51.0% Est Subway	2.0% imated Mod Railroad 2.0% Railroad 0.0% 2.0% Railroad	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	18.0% (D) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A	4.0% Other 0.0% 0.0% 0.0% 0.0%	100.0% Total 100.0% Total 100.0% 100.0% Total	0 5 6 11 Weekday 6 7 6 7 13 Weekday 7 13 9 7 13 Weekday 6 7 13 Weekday 1 5 0 6 11 Weekday 11 Weekday 11 2 0	0 2 1 3 AM Pec In ¹⁹ 3 0 3 1 4 AM Pec 1 3 0 2 0 2 1 3 AM Pec In ¹⁹ 3 0 3 1 4 AM Pec In ¹⁹ 3 0 3 0 3 1 4 AM Pec In ¹⁹ 3 0 3 0 3 1 4 AM Pec In ¹⁹ 3 0 3 0 3 1 4 AM Pec In ¹⁹ 3 0 3 1 4 AM Pec In ¹⁹ 3 0 3 1 4 AM Pec In ¹⁹ 2 0 2 0 1 1 4 AM Pec In ¹⁹ 3 0 2 0 1 1 4 AM Pec In ¹⁹ 2 0 1 1 4 AM Pec In ¹⁹ 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 8 0ut*8 3 0 3 6 9 9 8 8 0 2 2 5 8 8 0 2 2 8 8 0 2 2 5 8 8 1 0 2 1 0 0 2 1 1 0 0 1 1 0 1 1 1 0 1 1 1 1	7 21 3 24 Estimate of the second seco	4 11 2 12 12 12 12 17 4 13 2 15 16 17 4 13 2 15 16 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 11 2 12 iste-Trip C 4 17 4 13 2 15 iste-Trip C ay Peak 0ut ¹⁰ 14 4 11 2 iste-Trip C wy Peak 0ut ¹⁰ 5 7	4 11 7 18 emeration 4 11 7 18 emeration 4 10 10 10 10 10 10 10 10 10 10 10 10 10	2 5 5 10 0 Character 9 2 6 6 6 12 0 2 6 6 6 12 12 0 6 6 12 12 0 7 2 5 5 5 10 0 0 Character 12 0 12 0 0 12 12 0 0 0 12 12 0 0 12 12 0 0 0 12 12 10 0 12 12 10 10 10 10 10 10 10 10 10 10 10 10 10	5 2 7 aristics ² sk Hour 2 6 2 9 9 2 6 2 9 9 2 6 7 2 6 7 7 7 7 2 5 2 7 7 7 7 2 5 2 7 7 7 7 2 5 2 7 7 7 2 2 5 2 7 7 2 2 7 7 8 k Hourt ⁰	25 1 4 :: 30 1 30 1 Total Ir 40 : 30 1 10 : 35 : 35 : 35 : 35 : 33 1 70tal Ir 33 1 25 1 4 : 29 1 4 : 12 : 12 : 3 :	4 11 2 2 7 13 idday Peak 04.19 2 18 5 5 7 13 3 3 9 16 Idday Peak ur ur 4 11 2 2 6 15 4 411 2 2 6 13 idday Peak ur ur ur idday Peak 15 idday Peak 2 16 3
Boutique Retail * Pass-byl-Linked Trip Reduction * Residential * Canado Control Contro	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 86 86 86 86 98 86 98 104 104 104 104 105 104 106 106 107 108 100 108 100 100 100 100 100 100 100	Weskay Middy Peak 846 36 36 36 40 40 40 40 43 43 43 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Ceneration Chas Weekday PM Peak Hour 508 94 94 94 94 94 94 94 94 94 94 94 94 94	acteristics Saturday Midday Peak Hour 1,196 00 00 acteristics Saturday Midday Peak Hour 994 50 50 50 Saturday Midday Peak Hour 346 50 50 50 50 50 50 50 50 50 50 50 50 50	12.0% 2.0% 12.0% 2.0% 12.0% 2.0% 2.0% 2.0%	2.0% Taxi 3.0% Taxi 2.0% Taxi 3.0% Taxi 3.0% Taxi 3.0%	51.0% Estimat Subway 6.0% 51.0% Estimat Subway 6.0% 51.0% Subway 6.0% 6.0%	2.0% ed Mode Sy Rairoad 0.0% 2.0% ed Mode Sy 2.0% Rairoad 0.0% 0.0% 0.0%	11.0% It (AM, P Bus 6.0% 11.0% Bus 6.0% It (AM, P Bus 6.0% Et (AM, P Bus 6.0% Et (AM, P Bus 6.0% Et (AM, P) Et	18.0% M.SAT) Walk 83.0% M.SAT) Walk 83.0% M.SAT) Walk 83.0%	4.0% 0ther 0.0% 4.0% 0ther 0.0% 0ther 0.0% 0ther	100.0% Total 100.0% Total 100.0% Total 100.0%	12.0% Auto 2.0% 12.0% 12.0% 12.0% 2.0% 12.0%	2.0% Taxi 3.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% 51.0% Est Subway 6.0% 6.0% 6.0%	2.0% imated Mod Railroad 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0%	11.0% 6 Spir (h 8 us 6.0% 11.0% 8 Spir (h 8 us 6.0% 11.0% 8 us 6.0% 11.0% 8 us 6.0%	18.0% (0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	4.0% Other 0.0% 4.0% 0.0% 4.0%	100.0% Total 100.0% 100.0% 100.0% Total 100.0% 100.0%	0 5 6 11 Weekdsy Total 6 7 13 Weekdsy Total 5 0 5 6 1 1 1 Weekdsy Total 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2	0 2 1 3 AM Pec 1 3 3 0 3 1 4 4 AM Pec 1 3 2 0 2 1 3 2 0 2 1 3 4 AM Pec 1 3 3 0 3 1 4 4 AM Pec 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 8 0ut*8 3 0 3 6 9 9 8 4 4 0 0 4 2 2 0 2 2 5 8 8 8 8 1 0 1 2 1 0 1 2 1 1 0 1 1 0 1 1 1 0 1 1 1 1	7 21 3 24 Total 34 8 25 4 29 Estima Weekd 7 21 3 24 Estima 7 21 3 24 Total 10 2 7 7 7	4 11 2 12 12 12 12 12 13 17 4 13 2 15 ted Veh Hour 17 4 13 2 15 ted Veh Hour 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 11 2 12 icle-Trip C 13 2 15 13 2 15 16 17 4 13 2 15 16 17 4 11 2 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 13 14	4 11 7 18 2000-2010 2010	2 5 5 10 n Character 9 2 6 6 6 12 2 6 6 6 12 2 7 7 7 7 2 5 5 10 0 Character 12 2 7 9 M Pece 12 12 10 12 12 12 10 12 12 12 12 12 12 12 12 12 12 12 12 12	5 2 7 aristics ² 4 k Hour 0 1 2 6 2 9 9 9 1 2 6 6 2 9 9 9 1 2 6 6 7 7 2 5 7 7 7 2 5 7 7 7 2 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	25 1 4 : 30 1 30 1 Saturday Methods 1 70tal It 30 1 35 2 36 - 30 1 33 1 30 - 4 : 29 1 70tal It 7 1 7 1 7 1 30 1 10 - 12 1 12 1 30 -	4 11 8 2 7 13 iidday Peak 10 13 3 0 16 13 3 0 16 14 0 15 5 7 13 3 3 0 16 14 0 16 4 4 11 2 2 6 13 16 4 11 2 2 2 6 13 16 4 11 2 2 2 6 5 5 5 7 1
Boutique Retail * Pass by/Linker Trip Reduction * Residential * Resident	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 86 Estima Weekday AM Peak Hour 136 71 136 71 271 28 71 28 71 28 71 28 71 28 71 27 20 71 20 73 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 74 74 74 74 74 74 74 74 74 74 74 74	Weskay Middy Peak 846 36 36 36 36 46 Person-Trip Weskay Middy Peak 43 43 43 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Ceneration Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acterialics Saturday Midday Peak Hour 1,196 60 60 60 8aturday Midday Peak Hour 994 60 50 8aturday Midday 994 60 60 60 60 60 60 60 60 60 60 60 60 60	12.0% 12.0% 2.0% 1	2.0% Taxi 3.0% Taxi 3.0% Taxi 3.0% Taxi 3.0% 3.0%	51.0% Estimat Subway 6.0% 51.0% Estimat Subway 6.0% 51.0% Estimat 51.0% 6.0% 12.0%	2.0% ad Mode Sy 2.0% 2.0% ad Mode Sy 2.0% 2.0% Allroad 0.0%	11.0% III (AM, P Bus 6.0% III.0% III (AM, P Bus 6.0% III.0% Extended to the second sec	18.0% M. SAT) Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 70.0%	4.0% 0ther 0.0% 4.0% 0ther 0.0% 0ther 0.0% 0ther	100.0% Total 100.0% Total 100.0% Total 100.0% 100.0%	12.0% Auto 2.0% 12.0% 12.0% 2.0% 2.0% 2.0% 4.0%	2.0% Taxi 3.0% Taxi 3.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% Est Subway 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0%	2.0% 2.0% Railroad 0.0% 2.0% 2.0% 2.0% Railroad 0.0% 0.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 6.0% Bus 6.0% Bus 6.0% Bus 6.0%	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 83.0% 18.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% Other 0.0% 4.0% 0.0% 0.0% 0.0%	100.0% Total 100.0% Total 100.0% Total 100.0% 100.0%	0 5 6 11 Weekday 6 7 6 7 13 Weekday 7 13 7 7 6 7 5 6 0 5 6 11 1 Weekday 7 7 7 6 11 7 7 6 11 7 2 0 2 0 2 0 2 0 2	0 2 1 1 3 3 0 3 0 3 0 3 1 4 4 4 4 4 4 4 4 4 4 4 4 4	2 5 8 3 3 0 3 3 6 9 9 3 6 9 9 3 6 9 9 3 8 8 8 2 2 2 5 8 8 2 2 3 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	7 21 3 24 Total 34 8 25 4 29 Estima Weekd 7 7 21 3 24 Estima 7 21 3 24 Total 10 2 7 1 10 2 7 1 10 2 7 1 10 10 10 10 10 10 10 10 10	4 11 2 12 12 14 14 19 Middle Hour 17 4 13 2 15 15 15 15 15 16 14 4 11 2 12 12 16 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	d 11 2 12 ide_Trip C by Peak 0ut ¹⁰ 17 d 13 2 15 ide_Trip C j ide_Trip C	4 11 7 18 2007 atlc Weekd Total 17 4 13 8 21 30 201 30 201 14 4 11 7 17 4 11 7 17 2007 atlc Weekd 11 17 5 7 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 5 10 10 10 10 10 10 2 6 6 6 12 2 6 6 6 12 10 10 10 10 10 10 10 10 10 10 10 10 10	5 2 7 ristice ² 9 2 6 2 9 9 ristics ² 7 7 2 7 2 7 2 3 4 KHOUR 0 0 1 2 3 5 2 7 7 2 1 2 2 3 4 KHOUR 1 9 9 1 2 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1	25 1 4 : 30 1 30 1 Saurday Mark K 10 i 10 i 30 1 35 : 36 : 30 0 25 1 4 : 29 1 Saurday Mark Ke 4 : 29 1 Saurday Mark : 4 : 29 1 5 : 12 : 3 : 3 : 3 : 0 :	4 11 2 2 7 13 idday Peak 18 12 18 5 5 7 13 a 3 a 3 b 16 idday Peak 14 ur 16 idday Peak 14 12 2 6 15 4 11 2 2 6 13 idday Peak 14 2 2 6 13 idday Peak 11 2 2 6 13 idday Peak 17 5 4 2 0
Boutique Retail * Pass-byl-Linker Trip Reduction * Pass-byl-Linker Trips After Pass-byl-Link Trip Reduction * Redu	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 80 Estima Weekday AM Peak Hour 136 71 136 71 271 28 71 28 71 28 71 23 71 23 71 23 71 24 71 25 4	Weskday Midday Peak Hour 846 36 36 36 36 43 43 43 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Generation Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acteristics Saturday Midday Peak Hour 1,196 60 60 7 acteristics Saturday Midday Peak Hour 934 50 50 50 50 50 50 50 50 50 50 50 50 50	12.0% 2.0% 12.0% 2.0% 2.0% 12.0% 12.0% 12.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 9.0% 2.0%	51.0% Estimat Subway 6.0% 51.0% 51.0% Estimat Subway 6.0% 12.0% 30.0%	2.0% ed Mode Sy Railroad 2.0% 2.0% ed Mode Sy 2.0% 2.0% Railroad 0.0% 0.0% 0.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	M. SAT) Walk 83.0% 18.0% 83.0% 83.0% 18.0% 83.0% 18.0% 83.0% 18.0%	4.0% Cother Coth	100.0% Total 100.0% Total 100.0% Total 100.0% 100.0% 100.0%	12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 3.0% 5.0%	51.0% Est Subway 6.0% 51.0% 51.0% 51.0% 8.0% 0.0% 0.0%	2.0%	11.0% 50 Split (6 Bus 6.0% 11.0% 80 Split (6 Bus 6.0% 11.0% 80 Split (6 80 Split (6 8	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 83.0% 83.0%	4.0% Other 0.0% 4.0% 0.0% 0.0% 0.0%	100.0% Total 100.0% Total 100.0% 100.0% 100.0%	0 5 6 11 Weekdsy 7 701 6 0 6 7 13 Weekdsy 7 701 5 6 0 7 13 Weekdsy 7 701 5 6 11 Weekdsy 7 701 2 0 2 0 2 0 1	0 2 1 1 3 3 0 3 0 3 1 4 AM Pec 1 4 2 0 2 0 2 1 3 3 4 AM Pec 1 4 AM Pec 4 AM AM Pec 4 AM AM Pec 4 AM AM Pec 4 AM AM A	2 5 8 8 8 8 8 9 9 8 8 8 9 9 8 8 8 9 9 8 8 8 8 9 9 8 8 8 8 9	7 21 3 24 Fatima Weekd 34 8 25 4 29 7 7 21 3 24 Estima Weekd Total 28 7 7 21 3 24 Estima 10 21 10 21 10 10 21 10 10 21 10 10 10 10 10 10 10 10 10 1	4 11 2 12 14 14 19 Middle Hour 17 4 13 2 15 15 15 15 15 1 14 4 11 2 12 12 1 1 1 1 1 1 1 1 1 1 1	d 11 2 12 12 12 12 12 12 13 17 4 13 2 15 ister-Tite Q 14 11 2 13 14 15 17 4 0 0	4 11 7 18 2eneration 4 11 7 18 2eneration 2 2eneration 4 1 1 7 2 2eneration 4 1 1 7 1 2 2eneration 5 7 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 5 10 3 Character 9 2 6 6 7 2 6 6 6 12 7 7 2 5 5 10 0 0 Character 8 7 7 2 5 5 10 0 0 Character 9 9 2 7 6 6 6 12 7 7 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 2 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	25 1 4 : 30 1 Saturday, Mark He Total ir 40 : 10 ir 10 : 10 : 10 : 10 : 10 : 30 : 30 : 30 : 235 : 236 : 4 : 239 : Total ir 4 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 : 30 :	4 11 2 2 7 13 iidday Peak 18 12 18 5 5 7 13 8 3 9 16 iidday Peak 14 12 18 5 5 7 13 8 3 9 16 iidday Peak 14 2 2 6 13 iidday Peak 11 2 2 6 13 iidday Peak 11 2 2 6 13 iidday Peak 1 12 2 6 13 iidday Peak 1 12 2 13 3 14 11 2 5 3 5 4 1
Boutique Retail * Pass by/Linker Trip Reduction * Residential * Resident	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 86 Estima Weekday AM Peak Hour 136 71 136 71 271 28 71 28 71 28 71 28 71 28 71 27 20 71 20 73 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 20 74 74 74 74 74 74 74 74 74 74 74 74 74	Weskay Middy Peak 846 36 36 36 36 46 Person-Trip Weskay Middy Peak 43 43 43 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Ceneration Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acterialics Saturday Midday Peak Hour 1,196 60 60 60 8aturday Midday Peak Hour 994 60 50 8aturday Midday 8aturday Midday 8aturday Midday 8aturday Midday 8aturday Midday 994 60 60 60 60 60 60 60 60 60 60 60 60 60	12.0% 12.0% 2.0% 1	2.0% Taxi 3.0% Taxi 3.0% Taxi 3.0% Taxi 3.0% 3.0%	51.0% Estimat Subway 6.0% 51.0% Estimat Subway 6.0% 51.0% Estimat 51.0% 6.0% 12.0%	2.0% ad Mode Sy 2.0% 2.0% ad Mode Sy 2.0% 2.0% Allroad 0.0%	11.0% III (AM, P Bus 6.0% III.0% III (AM, P Bus 6.0% III.0% Extended to the second sec	18.0% M. SAT) Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 70.0%	4.0% 0ther 0.0% 4.0% 0ther 0.0% 0ther 0.0% 0ther	100.0% Total 100.0% Total 100.0% Total 100.0% 100.0%	12.0% Auto 2.0% 12.0% 12.0% 2.0% 2.0% 2.0% 4.0%	2.0% Taxi 3.0% Taxi 3.0% Taxi 3.0% Taxi 3.0%	51.0% Est Subway 6.0% 51.0% Est Subway 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0%	2.0% 2.0% Railroad 0.0% 2.0% 2.0% 2.0% Railroad 0.0% 0.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 6.0% Bus 6.0% Bus 6.0% Bus 6.0%	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 83.0% 18.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% Other 0.0% 4.0% 0.0% 0.0% 0.0%	100.0% Total 100.0% Total 100.0% Total 100.0% 100.0%	0 5 6 11 Weekday 0 701 0 6 0 7 13 Weekday 0 7 13 Weekday 0 7 13 Weekday 13 Weekday 13 Weekday 13 Weekday 14 7 15 6 11 Weekday 14 7 14 7 15 6 11 Weekday 14 2 14 2 14 2 14 14 14	0 2 1 3 3 0 1 1 3 0 3 0 1 4 4 7 7 7 7 7 7 7 7 7 7 7 7 7	2 5 8 3 3 0 3 6 9 9 8 4 4 0 0 4 5 6 9 9 9 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	7 21 3 24 Total 34 8 25 4 29 Estima Weekd 7 7 21 3 24 Estima 7 21 3 24 Total 10 2 7 1 10 2 7 1 10 2 7 1 10 10 10 10 10 10 10 10 10	4 11 2 12 12 14 10 17 4 13 2 15 15 15 16 14 1 1 2 12 15 16 14 1 1 2 12 16 1 1 1 1 2 12 1 1 1 1 1 1 1	d 11 2 12 12 12 13 17 13 2 15 160-710 (2) 18 19 14 11 2 14 11 2 12 12 12 12 12 12 12 14 0 5 7 4 0 1	4 11 7 18 2007 atlc Weekd Total 17 4 13 8 21 30 201 30 201 14 4 11 7 17 4 11 7 17 2007 atlc Weekd 11 17 5 7 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 10 10 10 10 10 10 10 10 10 10	5 2 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	25 1 4 : 30 1 Total Ir 40 : 30 1 40 : 30 1 5 : 33 : 40 : 5 : 5 : 7 : 33 : 4 : 25 1 7 : 7 : 12 : 12 : 0 : 12 : 0 : 12 : 12 : 12 :	4 11 2 2 7 13 iidday Peak 0.479 2 18 5 5 5 7 13 3 9 16 iidday Peak 16 iidday Peak 15 4 4 2 2 6 13 iidday Peak 12 6 13 iidday Peak 1 2 2 6 13 iidday Peak 5 6 5 7 7
Boutique Retail * Pass-bylLinke d'Tip Reduction * Pass-bylLinke d'Tip Reduction * Residential * Cancel Control * Boutique Retail * Boutique Retail * Boutique Retail * Cancel Control * Boutique Retail * Community Facility/institutional * Community Facility/institutional *	Weekday AM Peak Hour 138 73 Estima Weekday AM Peak Hour 164 80 Estima Weekday AM Peak Hour 136 71 136 71 271 28 71 28 71 28 71 23 71 23 71 23 71 24 71 25 4	Weskday Midday Peak Hour 846 36 36 36 36 43 43 43 43 43 43 43 43 43 43 43 43 43	Peak Hour 427 427 80 80 Generation Chas 94 94 94 94 94 94 94 94 94 94 94 94 94	acteristics Saturday Midday Peak Hour 1,196 60 60 7 acteristics Saturday Midday Peak Hour 934 50 50 50 50 50 50 50 50 50 50 50 50 50	12.0% 2.0% 12.0% 2.0% 2.0% 12.0% 12.0% 12.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 9.0% 2.0%	51.0% Estimat Subway 6.0% 51.0% 51.0% Estimat Subway 6.0% 12.0% 30.0%	2.0% ed Mode Sy Railroad 2.0% 2.0% ed Mode Sy 2.0% 2.0% Railroad 0.0% 0.0% 0.0%	11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	M. SAT) Walk 83.0% 18.0% 83.0% 83.0% 18.0% 83.0% 18.0% 83.0% 18.0%	4.0% Cother Coth	100.0% Total 100.0% Total 100.0% Total 100.0% 100.0% 100.0%	12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0%	2.0% Taxi 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 3.0% 5.0%	51.0% Est Subway 6.0% 51.0% 51.0% 51.0% Subway 6.0% 6.0% 12.0% 12.0%	2.0%	11.0% 50 Split (6 Bus 6.0% 11.0% 80 Split (6 Bus 6.0% 11.0% 80 Split (6 80 Split (6 8	18.0% Walk 83.0% 18.0% Walk 83.0% 18.0% Walk 83.0% 83.0% 83.0%	4.0% Other 0.0% 4.0% 0.0% 0.0% 0.0%	100.0% Total 100.0% Total 100.0% 100.0% 100.0%	0 5 6 11 Weekdsy 7 701 6 0 6 7 13 Weekdsy 7 701 5 6 0 7 13 Weekdsy 7 701 5 6 11 Weekdsy 7 701 2 0 2 0 2 0 1	0 2 1 1 3 3 0 3 0 3 1 4 AM Pec 1 4 2 0 2 0 2 1 3 3 4 AM Pec 1 4 AM Pec 4 AM AM Pec 4 AM AM Pec 4 AM AM Pec 4 AM AM A	2 5 8 8 8 8 8 8 9 9 8 8 8 9 9 8 8 8 9 9 8 8 8 8 9 9 8 8 8 8 9	7 21 3 24 Fatima Weekd 34 8 25 4 29 7 7 21 3 24 Estima Weekd Total 28 7 7 21 3 24 Estima 10 21 10 21 10 21 10 21 10 21 25 25 4 25 25 25 25 25 25 25 25 25 25	4 11 2 12 14 14 19 Middle Hour 17 4 13 2 15 15 15 15 15 1 14 4 11 2 12 12 1 1 1 1 1 1 1 1 1 1 1	d 11 2 12 12 12 12 12 12 13 17 4 13 2 15 ister-Tite Q 14 11 2 13 14 15 17 4 0 0	4 11 7 18 2eneration 4 11 7 18 2eneration 2 2eneration 4 1 1 7 2 2eneration 4 1 1 7 1 2 2eneration 5 7 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 5 5 10 3 Character 9 2 6 6 7 2 6 6 6 12 7 7 2 5 5 10 0 0 Character 8 7 7 2 5 5 10 0 0 Character 9 9 2 7 6 6 6 12 7 7 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 2 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	25 1 4 : 30 1 Total Ir 40 : 30 1 40 : 30 1 5 : 33 : 40 : 5 : 5 : 7 : 33 : 4 : 25 1 7 : 7 : 12 : 12 : 0 : 12 : 0 : 12 : 12 : 12 :	4 11 2 2 7 13 iidday Peak 18 12 18 5 5 7 13 8 3 9 16 iidday Peak 14 12 18 5 5 7 13 8 3 9 16 iidday Peak 14 2 2 6 13 iidday Peak 11 2 2 6 13 iidday Peak 11 2 2 6 13 iidday Peak 1 12 2 6 13 iidday Peak 1 12 2 13 3 14 11 2 5 3 5 4 1

Table 3.15-58 Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site 125th St River to River Re-Zoning - Manhattan, New York

												ACTIO	CONDIT	IONS																		
Site #19	Factors		0			T	Estima	ted Mode Sp	lit (AM, P	M, SAT)	r	1		T	Est	timated Mod	de Split (I	MD)	1			ay AM Pe			ated Veh day Midd	icle-Trip G ay Peak	1	n Charact av PM Pe		Saturd	lay Midday F	Peak
Land Use		ted Person-Trip Weekday			Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekda	- 	ak Hour		Hour		Weekd				Hour	
	Weekday AM Peak Hour	Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour																	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Community Facility/Institutional III	27	28	26	2	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	2	1	1	2	2	1	0	0	0
Community Facility/Institutional III	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
Boutique Retail ⁴	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction ³ =																					0	0	0	7	4	4	4	2	2	9	4	4
Net New Trips After Pass-by/Link Trip																															· · · · · · ·	
Reduction ³ =																					5	2	2	22	11	11	11	6	6	27		12
Residential ²	80	40	88	56	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	7	1	6	3	2	2	8	5	2	5	2	2
																					19	9	10	30	15	15	27	13	14	32	18	14
Site #20							Estima	ted Mode Sp	lit (AM, P	M, SAT)					Est	timated Mod	de Split (I	MD)						Estim	ated Veh	icle-Trip G	Seneratio	n Charact	eristics			
	Estima	ated Person-Trip	Generation Cha	racteristics																	Weekda	ay AM Pe	ak Hour	Weeko	day Midd Hour	ay Peak		ay PM Pe		Saturd	lay Midday F Hour	Peak
Land Use	Weekday AM	Weekday Midday Peak	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total		Out ¹⁰
	Peak Hour	Hour	Peak Hour	Peak Hour																												
Boutique Retail ⁴	27	167	84	199	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	6	3	3	3	1	1	7	4	3
Pass-by/Linked Trip Reduction ³ =																					0	0	0	1	1	1	1	0	0	2	1	1
Net New Trips After Pass-by/Link Trip Reduction ³ =																					1	0	0	4	2	2	2	1	1	5	3	2
Residential ²	15	7	16	10	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	1	0	1	1	0	0	1	1	0	1	0	0
								1										1			2	1	2	5	2	2	4	2	1	6	3	3
					_																						ļ					
Site #21	Estima	ated Person-Trip	Generation Cha	racteristics	1		Estima	ted Mode Sp	ut (AM, P	mi, SAT)					Est	timated Moo	ae Split (I	mD)			Weekrla	ay AM Pe	ak Hour	Estim: Weeks	day Midd	icle-Trip G ay Peak		n Charact ay PM Pe		Saturd	lay Midday F	Peak
Land Use	Weekday AM	Weekday	Weekday PM	1	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total		r 1			Hour			T			Hour	_
	Peak Hour	Midday Peak Hour	Peak Hour	Peak Hour																	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Community Facility/Institutional ^{8a}	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional Ito	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial 5	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail ³	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329		148
	U	1,044	1,090	2,0/9	5.0%	14.0%	20.0%	1.5%	20.0%	33.0%	0.0%	100.0%	5.0%	14.076	20.0%	1.0%	20.0%	30.0%	0.0%	100.0%												
Pass-by/Linked Trip Reduction ³ = Net New Trips After Pass-by/Link Trip		·····	·····	· · · · · · · · · · · · · · · · · · ·																	0	0	0	65	32	32	67	34	34	82		41
Reduction ³ =																					0	0	0	195	97	97	201	101	101	247		107
																					192	180	11	274	130	145	426	118	308	274	155	118
Site #22							Estima	ted Mode Sp	lit (AM, P	M, SAT)					Est	timated Mod	de Split (I	MD)						Estim:	ated Veh	icle-Trip G	eneration	n Charact	eristics ²			
	Estima	ated Person-Trip	Generation Cha	racteristics																	Weekda	ay AM Pe	ak Hour	Week	day Midd Hour	ay Peak	Weekd	ay PM Pe	ak Hour	Saturd	lay Midday F Hour	Peak
Land Use	Weekday AM Peak Hour	Weekday Midday Peak	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
Specialty Retail 3	0	Hour 590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	4.500	20.0%	35.0%	0.0%	100.0%	0	0	0	93	47	47	96	48	48	118	65	53
	0	590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%												15
Pass-by/Linked Trip Reduction ³ = Net New Trips After Pass-by/Link Trip					_																0	0	0	23 70	12	12	24 72	12 36	12	29 88	15 50	38
Reduction ³ -																							-						36			
Residential ²	113	57	124	79	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	10	1	8	5	2	2	11	8	3	7	3	3
																					10	1	8	75	37					95	54	42
																										37	83	44	39	55	54	42
Site #23							Estima	ted Mode Sp	lit (AM, P	M, SAT)		1			Est	timated Mod	de Split (I	MD)						Estim	ated Veh	icle-Trip G	Seneratio	n Charact	eristics			
	Estima	ated Person-Trip	Generation Cha	racteristics	Auto	Tavi	Estima				Other	Total	Auto	Tavi	Est	timated Moo	de Split (f	MD)	Other	Total	Weekda	ay AM Pe	ak Hour	Estim		icle-Trip G	Seneratio	44 n Charact ay PM Pe	eristics		lay Midday F Hour	
Site #23 Land Use	Estima Weekday AM Peak Hour	Weekday Midday Peak	Generation Cha Weekday PM Peak Hour	1	Auto	Taxi	Estima	ted Mode Sp Railroad	lit (AM, P Bus	M, SAT) Walk	Other	Total	Auto	Taxi	Est	timated Moo Railroad	de Split (I Bus	MD) Walk	Other	Total	Weekda Total	ay AM Pes	ak Hour Out ¹⁰	Estim	ated Veh day Midd	icle-Trip G	Seneratio	n Charact	eristics		lay Midday F Hour	
Land Use	Weekday AM	Weekday	Weekday PM	Saturday Midday	Auto 9.0%	Taxi 14.5%	Estima Subway				Other	Total	Auto 9.0%	Taxi 14.5%	Est Subway 20.0%	Railroad	de Split (F Bus 20.0%	MD) Walk 35.0%	Other	Total		r 1		Estim: Weeko	ated Veh day Midd Hour	icle-Trip G ay Peak	Seneration	n Charact ay PM Pe	eristics ² ak Hour	Saturd	lay Midday F Hour In ¹⁰	Peak
Land Use Specialty Retail ³	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour			Subway	Railroad	Bus	Walk					,						Total 0	In ⁵⁰	Out ¹⁰	Estim: Weeko Total 96	ated Veh day Midd Hour In ¹⁰ 48	icle-Trip G ay Peak Out ¹⁰ 48	Weekd Total	n Charact ay PM Pe In ¹⁰ 49	eristics ⁹ ak Hour Out ¹⁰ 49	Saturd Total	lay Midday F Hour In ¹⁰ 67	Peak Out ¹⁰
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ³ = Net New Trips After Pass-byLink Trip	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour			Subway	Railroad	Bus	Walk					,						Total 0	In ¹⁰ 0	Out ⁶⁰ 0	Estima Weeka Total 96 24	ated Veh day Midd Hour In ¹⁰ 48 12	Out ¹⁰	Weekd Total 99 25	n Charact ay PM Pe In ¹⁰ 49 12	eristics ⁹ ak Hour Out ¹⁰ 49 12	Saturd Total 121 30	lay Midday F Hour In ¹⁰ 67 15	Peak Out ¹⁰ 54 15
Land Use Specialty Retail ³ Pass-by/Linked Trip Reduction ³ Net New Trips After Pass-by/Link Trip Reduction ²	Weekday AM Peak Hour 0	Weekday Midday Peak Hour 605	Weekday PM Peak Hour 624	Saturday Midday Peak Hour 765	9.0%	14.5%	Subway 20.0%	Railroad	Bus 20.0%	Walk 35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	Total 0 0 0 0	In ¹⁰ 0 0	Out** 0 0 0 0	Estima Weeko Total 96 24 72	ated Veh day Midd Hour In ¹⁰ 48 12 36	Out10 48 12 36	Seneration Weekd Total 99 25 74	n Charact ay PM Pe In ¹⁰ 49 12 37	eristics ⁹ ak Hour Out ¹⁰ 49 12 37	Saturd Total 121 30 91	lay Midday F Hour In ¹⁰ 67 15 51	Peak Out ⁹⁹ 54 15 39
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ³ = Net New Trips After Pass-byLink Trip	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour			Subway	Railroad	Bus	Walk					,			35.0%			Total 0 0 13	In ¹⁰ 0 0 2	Out ¹⁰ 0 0 11	Estima Weeko Total 96 24 72 6	ated Veh day Midd Hour In ¹⁰ 48 12 36 3	Incle-Trip G ay Peak Out ¹⁰ 48 12 36 3	Generation Weekd Total 99 25 74 14	n Charact ay PM Pe In ¹⁰ 49 12 37 10	eristics ⁹ ak Hour Out ¹⁰ 49 12 37 4	Saturd Total 121 30 91 9	lay Midday F Hour In ¹⁰ 67 15 51 4	Peak Out ⁵⁰ 54 15 39 4
Land Use Specialty Retail ³ Pass-by/Linked Trip Reduction ³ Net New Trips After Pass-by/Link Trip Reduction ²	Weekday AM Peak Hour 0	Weekday Midday Peak Hour 605	Weekday PM Peak Hour 624	Saturday Midday Peak Hour 765	9.0%	14.5%	Subway 20.0%	Railroad	Bus 20.0%	Walk 35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	Total 0 0 0 0	In ¹⁰ 0 0	Out** 0 0 0 0	Estima Weeko Total 96 24 72	ated Veh day Midd Hour In ¹⁰ 48 12 36	Out10 48 12 36	Seneration Weekd Total 99 25 74	n Charact ay PM Pe In ¹⁰ 49 12 37	eristics ⁹ ak Hour Out ¹⁰ 49 12 37	Saturd Total 121 30 91	lay Midday F Hour In ¹⁰ 67 15 51 4	Peak Out ⁹⁹ 54 15 39
Land Use Specialty Retail ³ Pass-by/Linked Trip Reduction ³ Net New Trips After Pass-by/Link Trip Reduction ²	Weekday AM Peak Hour 0 145	Weekday Midday Peak Hour 605 72	Weekday PM Peak Hour 624 159	Saturday Midday Peak Hour 765 101	9.0%	14.5%	Subway 20.0% 51.0%	Railroad	Bus 20.0%	Walk 35.0% 18.0%	0.0%	100.0%	9.0%	14.5%	20.0%	2.0%	20.0%	35.0%	0.0%	100.0%	Total 0 0 13 13	In ⁵⁰ 0 0 2 2	Out ⁵⁰ 0 0 11 11	Estim: Weeks Total 96 24 72 6 78 Estim:	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 39 ated Veh	Out ¹⁰ 48 12 36 3 39 icle-Trip C	veneration Weekd Total 99 25 74 14 88 seneration	n Charact ay PM Pe 1n ¹⁰ 49 12 37 10 47 47	eristics ² ak Hour Out ¹⁰ 49 12 37 4 41 eristics ²	Saturd Total 121 30 91 9 100	Say Midday R Hour In ¹⁰ 67 15 51 4 56	Peak Out ⁵⁹ 54 15 39 4 44
Land Use Specially Retal ² Pass-byLinked Trip Reduction ² Net New Trips Alter Pass-byLink Trip Reduction ²	Weekday AM Peak Hour 0 145 Estima	Weekday Midday Peak Hour 605 72 72	Weekday PM Peak Hour 624 159 Generation Cha	Saturday Midday Peak Hour 765 101 101	9.0%	14.5%	Subway 20.0% 51.0%	Railroad	Bus 20.0%	Walk 35.0% 18.0%	0.0%	100.0%	9.0%	14.5%	20.0%	2.0%	20.0%	35.0%	0.0%	100.0%	Total 0 0 13 13	In ¹⁰ 0 0 2	Out ⁵⁰ 0 0 11 11	Estim: Weeks Total 96 24 72 6 78 Estim:	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 39	Out ¹⁰ 48 12 36 3 39 icle-Trip C	veneration Weekd Total 99 25 74 14 88 seneration	n Charact ay PM Pe In ¹⁰ 49 12 37 10 47	eristics ² ak Hour Out ¹⁰ 49 12 37 4 41 eristics ²	Saturd Total 121 30 91 9 100	lay Midday F Hour In ¹⁰ 67 15 51 4	Peak Out ⁵⁹ 54 15 39 4 44
Land Use Specially Retail ³ Pass-bylLinker Piss-bylLink New Tripa Aker Piss-bylLink Reduction ² Residential ² Site #24	Weekday AM Peak Hour 0 145	Weekday Midday Peak Hour 605 72 72 weekday Widday Peak	Weekday PM Peak Hour 624 159	Saturday Midday Peak Hour 765 101	9.0%	2.0%	Subway 20.0% 51.0% Estima	Railroad	Bus 20.0% 11.0%	Walk 35.0% 18.0%	4.0%	100.0%	9.0%	2.0%	20.0% 51.0% Est	1.5%	20.0%	35.0% 18.0%	4.0%	100.0%	Total 0 0 13 13	In ⁵⁰ 0 0 2 2 2	Out ⁵⁰ 0 0 11 11	Estim: Weeks Total 96 24 72 6 78 Estim:	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 39 ated Veh day Midd	Out ¹⁰ 48 12 36 3 39 icle-Trip C	veneration Weekd Total 99 25 74 14 88 seneration	n Charact ay PM Pe 1n ¹⁰ 49 12 37 10 47 47	eristics ² ak Hour Out ¹⁰ 49 12 37 4 41 eristics ²	Saturd Total 121 30 91 9 100	lay Midday F Hour 67 15 51 4 56 iay Midday F Hour	Peak Out ⁵⁹ 54 15 39 4 44
Land Use Specially Retail ³ Pass-bylLinker Piss-bylLink New Tripa Aker Piss-bylLink Reduction ² Residential ² Site #24	Weekday AM Peak Hour 0 145 Estima Weekday AM	Weekday Midday Peak Hour 605 72 72 ted Person-Trip Weekday	Weekday PM Peak Hour 624 159 Generation Cha	Saturday Midday Peak Hour 765 101 101 racteristics Saturday Midday	9.0%	2.0%	Subway 20.0% 51.0% Estima	Railroad	Bus 20.0% 11.0%	Walk 35.0% 18.0%	4.0%	100.0%	9.0%	2.0%	20.0% 51.0% Est	1.5%	20.0%	35.0% 18.0%	4.0%	100.0%	Total 0 0 13 13 Weekdz	In ⁵⁰ 0 0 2 2 2 3y AM Pes	Out ⁵⁰ 0 0 11 11 ak Hour	Estima Weeko Total 96 24 72 6 78 Estima Weeko	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 39 ated Veh day Midd Hour	Out ¹⁰ 48 12 36 3 39 icle-Trip C ay Peak	eneration Weekd Total 99 25 74 14 88 seneration Weekd	A Charact ay PM Pe In ¹⁰ 49 12 37 10 47 A Charact ay PM Pe	eristics ⁹ ak Hour Out ¹⁰ 49 12 37 4 41 eristics ⁹ ak Hour	Saturd Total 121 30 91 9 100	lay Midday F Hour In ¹⁰ 67 15 51 4 56 S6 Iay Midday F Hour In ¹⁰	Peak Out ⁵⁹ 54 15 39 4 44 Peak
Land Use Specially Retal ³ Pass-byLinked Trip Reduction ² - Net New Trips Aler Pass-byLink Trip Reduction ² Residential ² Site #24 Land Use Boutique Retail ⁴	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour	Weekday Midday Peak Hour 805 72 72 Nidday Peak Hour	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour	Saturday Midday Peak Hour 765 101 101 racteristics Saturday Midday Peak Hour	9.0% 12.0%	2.0%	Subway 20.0% 51.0% Estima Subway	Railroad	Bus 20.0% 11.0%	Walk 35.0% 18.0% M, SAT) Walk	0.0% 4.0% Other	100.0% 100.0% Total	9.0%	2.0%	20.0% 51.0% Est Subway	1.5% 2.0% Railroad	20.0% 11.0% de Split (f	35.0% 18.0% MD) Walk	0.0%	100.0% 100.0% Total	Total 0 0 13 13 Weekda Total 3	In ¹⁰ 0 0 2 2 2 2 3 3 4 M Pec	Out ⁵⁹ 0 0 11 11 11 ak Hour Out ⁵⁹ 2	Estima Weeka 7otal 96 24 72 6 78 Estima Weeka Total 21	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 39 ated Veh day Midd Hour In ¹⁰	icle-Trip C ay Peak Out ¹⁰ 48 12 36 3 39 icle-Trip C ay Peak Out ¹⁰ 10	eneration Weekd Total 99 25 74 14 88 seneration Weekd Total	n Charact ay PM Pe In ¹⁰ 49 12 37 10 47 47 47 n Charact ay PM Pe In ¹⁰	eristics" ak Hour Out ¹⁰ 49 12 37 4 4 41 eristics" ak Hour Out ¹⁰ 5	Saturd Total 121 30 91 9 100 Saturd Total 24	lay Midday F Hour In ¹⁰ 67 51 51 4 56 S6 S6 Hour In ¹⁰	Peak 0ut ⁵⁰ 54 15 39 4 44 Peak 0ut ⁵⁰ 11
Land Use Specially Retail ² Pass-byLinked Trips Reduction ² Net New Trips After Pass-byLink Trip Reduction ² Reduction ² Site #24 Land Use	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour	Weekday Midday Peak Hour 805 72 72 Nidday Peak Hour	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour	Saturday Midday Peak Hour 765 101 101 racteristics Saturday Midday Peak Hour	9.0% 12.0%	2.0%	Subway 20.0% 51.0% Estima Subway	Railroad	Bus 20.0% 11.0%	Walk 35.0% 18.0% M, SAT) Walk	0.0% 4.0% Other	100.0% 100.0% Total	9.0%	2.0%	20.0% 51.0% Est	1.5% 2.0% Railroad	20.0% 11.0% de Split (f	35.0% 18.0% MD) Walk	0.0%	100.0% 100.0% Total	Total 0 0 13 13 Weekda Total 3 0	In ¹⁰ 0 0 2 2 2 3 3 3 3 4 M Pec 2 0 0	Out ⁵⁹ 0 0 11 11 11 ak Hour 0 ut ⁵⁹ 2 0	Estimu Weeko Total 96 24 72 6 78 Estimu Weeko Total 21 5	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 39 ated Veh day Midd Hour In ¹⁰	out ¹⁰ 39 Peak 0ut ¹⁰ 48 12 36 3 39 icle-Trip C ay Peak 0ut ¹⁰ 10 3	Veekd Veekd Total 99 25 74 14 88 Seneration Weekd Veekd Total 10 3	n Charact ay PM Pe 49 12 37 10 47 10 47 n Charact ay PM Pe 11 5 1 1	eristics ² ak Hour 49 12 37 4 41 eristics ² ak Hour Out ¹⁰ 5 1	Saturd Total 121 30 91 9 100 Saturd Total 24 6	tay Midday F Hour In ¹⁰ 67 15 51 4 56 tay Midday F Hour 13 3	Peak Out ⁵⁹ 54 15 39 4 44 Peak Out ⁵⁹
Land Use Specially Retail ³ Pass-byLinker Pres-byLink Pass-byLink Reduction ² Residential ² Residential ² Site #24 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ²	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100	Weekdsy Middsy Peak Hour 605 72 72 Weekdsy Middsy Peak Hour 611	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 309	Saturday Midday Peak Hour 765 101 101 101 101 Saturday Midday Peak Hour 725	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 51.0% Estima Subway 6.0%	Railroad 1.5% 2.0% Railroad 0.0%	Bus 20.0% 11.0% Bus 6.0%	Walk 35.0% 18.0% M,SAT) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Est Subway 6.0%	1.5% 2.0% Railroad 0.0%	20.0% 11.0% de Split (1 Bus 6.0%	MD) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	Total 0 0 13 13 Weekdz Total 3 0 3	In ¹⁰ 0 2 2 2 3 3 3 3 4 3 4 3 2 0 2 0 2	Out ⁵⁹ 0 0 11 11 11 0 0 2 0 2 0 2	Estimu Weekc 70tal 96 24 72 6 78 78 Estimu Weekc 78 70tal 21 5 5	ated Veh Midd y Midd Hour In ¹⁰ 48 12 36 3 39 ated Veh Hour In ¹⁰ 36 37 39 ated Veh Hour In ¹⁰ 10 3 8	icle-Trip C ay Peak 0ut ¹⁰ 48 12 36 3 3 3 3 3 3 3 9 0ut ¹⁰ 10 3 8	ieneration Weekd Total 99 255 74 14 88 88 eneration Weekd Total 10 3 8	n Charact ay PM Pe In ¹⁹ 49 12 37 10 47 10 47 10 47 5 5 1 4	eristics ⁷ ak Hour 0ut ¹⁰ 49 12 37 4 41 eristics ⁷ ak Hour 0ut ¹⁰ 5 1 4	Saturd Total 121 30 91 9 100 Saturd Total 24 6 18	lay Midday F Hour In ¹⁰ 67 15 51 4 56 S6 S1 S1 S1 S1 S1 S1 S1 S1 S1 S1 S1 S1 S1	Out ¹⁰ 54 15 39 4 44 44 0ut ¹⁰ 11 3 8
Land Use Specially Retail ³ Pass by/Linked Trip Reduction ² Net New Trips After Pass by/Link Trip Reduction ² Residential ² Site #24 Land Use Boutique Retail ⁴ Pass by/Linked Trip Reduction ² Residential ⁴ Pass by/Linked Trip Reduction ² Net New Trips After Pass by/Link Trip	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour	Weekday Midday Peak Hour 805 72 72 Nidday Peak Hour	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour	Saturday Midday Peak Hour 765 101 101 racteristics Saturday Midday Peak Hour	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 51.0% Estima Subway	Railroad 1.5% 2.0% Railroad 0.0%	Bus 20.0% 11.0% Bus 6.0%	Walk 35.0% 18.0% M,SAT) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Est	1.5% 2.0% Railroad 0.0%	20.0% 11.0% de Split (1 Bus 6.0%	MD) Walk 83.0%	0.0%	100.0% 100.0% Total 100.0%	Total 0 0 0 13 13 Weekds 3 7 0 3 0 3 9	In ¹⁰ 0 0 2 2 2 3 3 3 3 4 M Pec 2 0 2 1	Out ⁵⁹ 0 0 11 11 11 ak Hour 0 ut ⁵⁹ 2 0	Estim, Weekc Total 96 24 72 6 78 78 78 78 78 70 5 15 5	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 3 3 3 3 3 3 4 48 12 36 3 3 3 3 9 40 4 10 10 10 3 8 8 2	Icle-Trip C Out*0 48 12 36 3 39 icle-Trip C icle-Trip C a 0ut*0 10 3 3 2 2	ieneration Weekd Total 99 25 74 14 88 88 88 88 88 80 70 10 3 8 10	n Charact ay PM Pe In ¹⁶ 49 12 37 10 47 10 47 n Charact ay PM Pe 12 37 10 47 10 47 7	eristics ⁷ ak Hour 0ut ¹⁰ 49 12 37 4 41 41 eristics ⁷ 5 5 1 4 4 3	Saturd Total 121 30 91 9 100 Saturd Total 24 6 18 6	tay Midday F Hour In ¹⁰ 67 15 51 4 56 tay Midday F Hour 13 3 10 3	Peak 54 15 39 4 44 Peak Out ¹⁰ 11 3 8 3
Land Use Specially Retail ³ Pass by/Linked Trip Reduction ² Net New Trips After Pass by/Link Trip Reduction ² Residential ² Site #24 Land Use Boutique Retail ⁴ Pass by/Linked Trip Reduction ² Residential ⁴ Pass by/Linked Trip Reduction ² Net New Trips After Pass by/Link Trip	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100	Weekdsy Middsy Peak Hour 605 72 72 Weekdsy Middsy Peak Hour 611	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 309	Saturday Midday Peak Hour 765 101 101 101 101 Saturday Midday Peak Hour 725	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 51.0% Estima Subway 6.0%	Railroad 1.5% 2.0% Railroad 0.0%	Bus 20.0% 11.0% Bus 6.0%	Walk 35.0% 18.0% M,SAT) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Est Subway 6.0%	1.5% 2.0% Railroad 0.0%	20.0% 11.0% de Split (1 Bus 6.0%	MD) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	Total 0 0 13 13 Weekdz Total 3 0 3	In ¹⁰ 0 2 2 2 3 3 3 3 4 3 4 3 2 0 2 0 2	Out ⁵⁹ 0 0 11 11 11 0 0 2 0 2 0 2	Estimu Weekc 70tal 96 24 72 6 78 78 Estimu Weekc 78 70tal 21 5 5	ated Veh Midd y Midd Hour In ¹⁰ 48 12 36 3 39 ated Veh Hour In ¹⁰ 36 37 39 ated Veh Hour In ¹⁰ 10 3 8	icle-Trip C ay Peak 0ut ¹⁰ 48 12 36 3 3 3 3 3 3 3 9 0ut ¹⁰ 10 3 8	ieneration Weekd Total 99 255 74 14 88 88 eneration Weekd Total 10 3 8	n Charact ay PM Pe In ¹⁹ 49 12 37 10 47 10 47 10 47 5 5 1 4	eristics ⁷ ak Hour 0ut ¹⁰ 49 12 37 4 41 eristics ⁷ ak Hour 0ut ¹⁰ 5 1 4	Saturd Total 121 30 91 9 100 Saturd Total 24 6 18	tay Midday F Hour In ¹⁰ 67 15 51 4 56 tay Midday F Hour 13 3 10 3	Out ¹⁰ 54 15 39 4 44 44 0ut ¹⁰ 11 3 8
Land Use Specially Retail ³ Pass-bytLinker Trip Reduction ³ = Residential ² Residential ² Site #24 Land Use Boutque Retail ⁴ Pass-bytLinker Trip Reduction ³ = Net New Trips After Pass-bytLink Trip Reduction ² Residential ²	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100	Weekdsy Middsy Peak Hour 605 72 72 Weekdsy Middsy Peak Hour 611	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 309	Saturday Midday Peak Hour 765 101 101 101 101 101 Saturday Midday Peak Hour 725	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 20.0% 51.0% Estima 6.0% 51.0%	Railroad 1.5% 2.0% ted Mode S; Railroad 0.0% 2.0%	Bus 20.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 83.0% 18.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Subway 6.0% 51.0%	2.0%	20.0% 20.0% 11.0% 4e Split (1 Bus 6.0% 11.0%	MD) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	Total 0 0 0 13 13 Weekds 3 7 0 3 0 3 9	In ¹⁰ 0 0 2 2 2 3 3 3 3 4 M Pec 2 0 2 1	Out ^{so} 0 0 0 0 11 11 11 0 0 0 0 0 0 0 0 0 0 0	Estim: Weeke 70tal 96 24 72 6 78 6 78 78 Estim: Weeke 70tal 21 5 5 5 20	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Interview Out ¹⁰ 48 12 36 3 39 39 icle-Trip C 38 Out ¹⁰ 3 8 2 10 3 8 2 10 10	ieneration Weekd Total 99 25 74 14 88 ieneration Weekd Total 10 3 8 10 18	n Charact ay PM Pe In ¹⁶ 49 12 37 10 47 10 47 n Charact ay PM Pe 12 37 10 47 10 47 7	eristics ⁷ ak Hour 0ut ¹⁰ 49 12 37 4 41 41 eristics ⁷ 5 5 1 4 4 3	Saturd Total 121 30 91 9 100 Saturd Total 24 6 18 6	tay Midday F Hour In ¹⁰ 67 15 51 4 56 tay Midday F Hour 13 3 10 3	Peak 54 55 39 4 44 Peak 0ut ¹⁰ 11 3 8 3
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² – Net New Trips Alter Pass-byLink Trip Reduction ² Residential ² Site #24 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ² = Net New Trips Alter Pass-byLink Trip	Weekday AM Paak Hour 0 145 Estima Weekday AM Peak Hour 100 106	Weekdsy Middsy Peak Hour 605 72 72 Weekdsy Middsy Peak Hour 611	Weekday PM Peak Hour 624 159 Generation Chai Weekday PM Peak Hour 300 116	Saturday Midday Peak Hour 765 101 101 ractoristics Saturday Midday Peak Hour 728 74	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 20.0% 51.0% Estima 6.0% 51.0%	Railroad 1.5% 2.0% Railroad 0.0%	Bus 20.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% M.SAT) 18.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Subway 6.0% 51.0%	1.5% 2.0% Railroad 0.0%	20.0% 20.0% 11.0% 4e Split (1 Bus 6.0% 11.0%	35.0% 35.0% 18.0% WD	0.0% 4.0% Other 4.0%	100.0% 100.0% 100.0% 100.0%	Total 0 0 13 13 Weekda 3 0 3 9 13	In ⁵⁰ 0 0 2 2 2 3 3 3 3 4 M Pec 2 0 2 1	Out ⁵⁹ 0 0 11 11 11 2 0 0 2 0 2 8 9 9	Estim: Weeka Total 96 24 72 6 78 Estim: Weeka Total 21 5 5 15 5 20 Estim:	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Identified 10 ay Peak 0ut ¹⁰ 48 12 36 3 39 36 ay Peak 0ut ¹⁰ 00 0 10 3 10 10	Veekd Veekd 70tal 99 25 74 14 88 Seneration 3 8 10 18 18	n Charact ay PM Pe In ¹⁶ 49 12 37 10 47 10 47 n Charact ay PM Pe 12 37 10 47 10 47 7	ristics" ak Hour Out ¹⁰ 49 12 37 4 41 41 aristics" ak Hour Out ¹⁰ 5 7 4 3 7 7 4 ak Hour Out ¹⁰ 5 7 7 4 4 5 7 7 8 8 8 9 12 12 12 12 12 12 12 12 12 12	Saturd 121 30 91 9 100 Saturd Total 24 6 18 6 25	tay Midday F Hour In ¹⁰ 67 15 51 4 56 tay Midday F Hour 13 3 10 3	Peak 54 15 39 4 4 44 0ut ¹⁰ 11 3 8 3 11
Land Use Specially Retal ³ Pass-bytLinker Trip Reduction ² = Residential ² Residential ² Site #24 Land Use Boutique Retail ⁴ Pass-bytLinker Trip Reduction ² Reduction ² Residential ²	Weekday AM Paak Hour 0 145 145 245 245 245 245 245 245 245 245 245 2	Weekday Midday Paak Hour 605 72 72 72 72 72 72 72 72 72 72 72 72 72	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 309 116 116 309	Saturday Midday Peak Hour 765 101 101 101 765 8 Saturday Midday 728 74 74 74	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 20.0% 51.0% Estima 6.0% 51.0%	Railroad 1.5% 2.0% ted Mode S; Railroad 0.0% 2.0%	Bus 20.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 83.0% 18.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% Auto 2.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Subway 6.0% 51.0%	2.0%	20.0% 20.0% 11.0% 4e Split (1 Bus 6.0% 11.0%	MD) Walk 83.0%	0.0% 4.0% Other 0.0%	100.0% 100.0% Total 100.0%	Total 0 0 0 13 13 13 Weekda 3 0 3 9 13 Weekda	In ⁵⁹ 0 0 2 2 2 In ⁵⁹ 2 0 2 1 3 3	Out ⁵⁹ 0 0 0 11 11 11 ak Hour 2 0 0 2 8 9	Estim Weekc 96 24 72 6 78 Estim Weekc 5 5 20 Estim	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 39 40ur Hour 10 3 3 8 2 10 40 40 40 40 40 40 40 40 40 40 40 40 40	icle-Trip C ay Peak 48 12 36 3 3 39 20 10 10 3 8 2 10 10 3 8 2 10	Weekd 99 25 74 14 88 88 10 18 10 18 10 18 10 18	Charact ay PM Pe 10 49 12 37 10 47 10 47 10 47 10 47 10 47 10 47 7 11 11 5 7 11	ristics" sk Hour 0ut ¹⁰ 49 12 37 4 41 41 eristics" sk Hour 0ut ¹⁰ 5 1 4 3 7 ristics" ak Hour eristics" ak Hour	Saturd Total 121 30 91 9 100 Saturd 6 18 6 25 Saturd	asy Midday IV Im ¹⁰ 67 55 51 4 56 Im ¹⁰ 13 3 10 3 14 3 14	Peak 0ut ⁹ 54 15 39 4 44 Peak 0ut ⁹ 11 3 8 3 11
Land Use Specially Retail ² Pass-byLinked Trip Reduction ² Net New Trips Alter Pass-byLink Trip Reduction ² Residential ² Site #24 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ² Residential ² Site #25 Land Use Land Use	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 Estima Weekday AM	Weekday Midday Peak Hour 005 72 72 100 172 100 172 100 100 100 100 100 100 100 100 100 10	Weekday PM Peak Hour 624 159 Generation Cha 309 116 Seneration Cha 116	Saturday Midday Peak Hour 765 101 101 101 726 Saturday Midday Peak Hour 728 74 74 Saturday Midday Saturday Midday	9.0% 12.0% Auto 12.0% Auto	14.5% 2.0% Taxi 2.0%	Subway 20.0% 51.0% Estima 6.0% 51.0% Estima Subway	Railroad 1.5% 2.0% ted Mode Sy 2.0% Railroad	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus	Walk 35.0% 18.0% 83.0% 83.0% 18.0% M.SAT) Walk 83.0% Walk 83.0%	0.0% 4.0% Other 0.0% Other	100.0% 100.0% Total 100.0% Total	9.0% 12.0% Auto 2.0% Auto	14.5% 2.0% Taxi 2.0% Taxi	20.0% 51.0% Subway 6.0% 51.0% Subway	1.5% 2.0% Railroad 2.0% Railroad	20.0% 20.0%	35.0% 35.0% 18.0% Walk 83.0% 18.0%	0.0% 4.0% 0ther 0ther	100.0% 100.0% Total 100.0% Total Total	Total 0 0 13 13 13 Weekds 3 0 3 9 13 Weekds Total 3 Veekds Total	In ⁵⁹ 0 0 2 2 2 In ⁵⁹ 2 0 1 3 3 ay AM Pee	Out ⁵⁹ 0 0 11 11 11 11 0 0 1 0 0 0 0 0 0 0 0	Estim Weekc 7otal 96 24 72 6 78 Estim Weekc Total 21 5 20 Estim Weekc Total	ted Veh day Midd Hour In ¹⁰ 48 12 36 3 39 39 40 40 10 3 3 8 2 10 3 3 4 39 40 40 10 10 3 3 3 3 3 4 40 12 12 36 12 12 12 12 12 12 12 12 12 12 12 12 12	International Content of Content	reneration Weekd Total 99 25 74 14 88 Seneration 3 8 10 18 Seneration 3 8 10 18	a Charact ay PM Pe 10 49 12 37 10 47 10 47 10 47 10 47 5 7 10 47 7 10 47 7 11 1 1 10 10 47 10 10 47 10 10 10 10 10 10 10 10 10 10 10 10 10	oristics" out 49 72 37 4 41 9 72 37 4 41 oristics" 7 4 3 7 4 33 7 eristics" 7 eristics" 0ut ¹⁰	Saturd Total 121 30 91 9 100 Saturd 6 18 6 25 Saturd Total	Image Image <th< td=""><td>Peak 54 75 39 4 44 0ut¹⁰ 11 3 8 3 11 9 Peak Out¹⁰</td></th<>	Peak 54 75 39 4 44 0ut ¹⁰ 11 3 8 3 11 9 Peak Out ¹⁰
Land Use Specially Retal ³ Pass-byt2xker/Trip Reduction ² Net New Trips Alter Pass-byt1xk Trip Reduction ² Residential ² Residential ² Residential ⁴ Pass-byt2xker/Trip Reduction ² Residential	Weekday AM Paak Hour 0 145 145 245 245 245 245 245 245 245 245 245 2	Weekday Midday Pash 005 72 ated Person-Trip Weekday Midday Pash 103 83	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 309 116 116 309	Saturday Midday Peak Hour 765 101 101 101 765 8 Saturday Midday 728 74 74 74	9.0% 9.0% 12.0% 2.0% 12.0%	14.5% 2.0% Taxi 3.0%	Subway 20.0% 51.0% Estima 6.0% 51.0%	Railroad 1.5% 2.0% ted Mode Sp 2.0% 2.0% ted Mode Sp t	Bus 20.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% M.SAT) 18.0%	0.0% 4.0% 0ther 0.0% 4.0%	100.0% 100.0% Total 100.0%	9.0% 12.0% 2.0% 12.0%	14.5% 2.0% Taxi 3.0%	20.0% 51.0% Subway 6.0% 51.0%	2.0% Railroad 0.0%	20.0% 20.0%	35.0% 35.0% 18.0% WD	0.0% 4.0% Other 4.0%	100.0% 100.0% 100.0% 100.0%	Total 0 0 13 13 13 Weekda 3 0 3 9 13 Weekda 2	In ⁵⁹ 0 0 2 2 2 In ⁵⁹ 2 0 2 1 3 3	Out ⁵⁹ 0 0 0 11 11 11 ak Hour 2 0 0 2 8 9	Estim Weekc 96 24 72 6 78 Estim Weekc 5 5 20 Estim	ated Veh day Midd Hour In ¹⁰ 48 12 36 3 3 39 40ur Hour 10 3 3 8 2 10 40 40 40 40 40 40 40 40 40 40 40 40 40	icle-Trip C ay Peak 48 12 36 3 3 39 20 10 10 3 8 2 10 10 3 8 2 10	Weekd 99 25 74 14 88 88 10 18 10 18 10 18 10 18	Charact ay PM Pe 49 12 37 10 47 10 47 10 47 10 47 10 47 10 47 10 47 7 11 11 5 7 11	ristics" sk Hour 0ut ¹⁰ 49 12 37 4 41 41 eristics" sk Hour 0ut ¹⁰ 5 1 4 3 7 ristics" ak Hour eristics" ak Hour	Saturd Total 121 30 91 9 100 Saturd 6 18 6 25 Saturd	asy Midday IV Im ¹⁰ 67 55 51 4 56 Im ¹⁰ 13 3 10 3 14 3 14	Peak 0ut ⁹ 54 15 39 4 44 Peak 0ut ⁹ 11 3 8 3 11
Land Use Specially Relat ³ Pass-byLinked Trip Reduction ² = Residential ² Residential ² Site #24 Land Use Boutique Relati ⁴ Pass-byLinked Trip Reduction ² Reduction ² Residential	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 Estima Weekday AM	Weekday Midday Peak Hour 005 72 72 100 172 100 172 100 100 100 100 100 100 100 100 100 10	Weekday PM Peak Hour 624 159 Generation Cha 309 116 Seneration Cha 116	Saturday Midday Peak Hour 765 101 101 101 726 Saturday Midday Peak Hour 728 74 74 Saturday Midday Saturday Midday	9.0% 12.0% Auto 12.0% Auto	14.5% 2.0% Taxi 2.0%	Subway 20.0% 51.0% Estima 6.0% 51.0% Estima Subway	Railroad 1.5% 2.0% ted Mode Sy 2.0% Railroad	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus	Walk 35.0% 18.0% 83.0% 83.0% 18.0% M.SAT) Walk 83.0% Walk	0.0% 4.0% Other 0.0% Other	100.0% 100.0% Total 100.0% Total	9.0% 12.0% Auto 2.0% Auto	14.5% 2.0% Taxi 2.0%	20.0% 51.0% Subway 6.0% 51.0% Subway	1.5% 2.0% Railroad 2.0% Railroad	20.0% 20.0%	35.0% 35.0% 18.0% Walk 83.0% 18.0%	0.0% 4.0% 0ther 0ther	100.0% 100.0% Total 100.0% Total Total	Total 0 0 13 13 13 Weekds 3 0 3 9 13 Weekds Total 3 Veekds Total	In ⁵⁹ 0 0 2 2 2 In ⁵⁹ 2 0 1 3 3 ay AM Pee	Out ⁵⁹ 0 0 11 11 11 11 0 0 1 0 0 0 0 0 0 0 0	Estim Weekc 7otal 96 24 72 6 78 Estim Weekc Total 21 5 20 Estim Weekc Total	ted Veh day Midd Hour In ¹⁰ 48 12 36 3 39 39 40 40 10 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	International Content of Content	reneration Weekd Total 99 25 74 14 88 Seneration 3 8 10 18 Seneration 3 8 10 18	a Charact ay PM Pe 10 49 12 37 10 47 10 47 10 47 10 47 5 7 10 47 7 10 47 7 11 1 1 10 10 47 10 10 47 10 10 10 10 10 10 10 10 10 10 10 10 10	oristics" ak Hour Out ¹⁰ 49 72 37 4 11 oristics" 7 4 301 ¹⁰ 5 7 4 33 7 aristics" at Hour out ¹⁰	Saturd Total 121 30 91 9 100 Saturd 6 18 6 25 Saturd Total	Image Image <th< td=""><td>Peak 54 75 39 4 44 0ut¹⁰ 11 3 8 3 11 9 Peak Out¹⁰</td></th<>	Peak 54 75 39 4 44 0ut ¹⁰ 11 3 8 3 11 9 Peak Out ¹⁰
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² Net New Trips After Pass-byLink Trip Reduction ² Site #24 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ² Net New Trips After Pass-byLink Trip Reduction ² Site #25 Land Use Boutique Retail ⁴	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 Estima Weekday AM	Weekday Midday Peak Hour 005 72 72 100 172 100 172 100 100 100 100 100 100 100 100 100 10	Weekday PM Peak Hour 624 159 Generation Cha 309 116 Seneration Cha 116	Saturday Midday Peak Hour 765 101 101 101 726 Saturday Midday Peak Hour 728 74 74 Saturday Midday Saturday Midday	9.0% 12.0% Auto 12.0% Auto	14.5% 2.0% Taxi 2.0%	Subway 20.0% 51.0% Estima 6.0% 51.0% Estima Subway	Railroad 1.5% 2.0% ted Mode Sy 2.0% Railroad	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus	Walk 35.0% 18.0% 83.0% 83.0% 18.0% M.SAT) Walk 83.0% Walk	0.0% 4.0% Other 0.0% Other	100.0% 100.0% Total 100.0% Total	9.0% 12.0% Auto 2.0% Auto	14.5% 2.0% Taxi 2.0%	20.0% 51.0% Subway 6.0% 51.0% Subway	1.5% 2.0% Railroad 2.0% Railroad	20.0% 20.0%	35.0% 35.0% 18.0% Walk 83.0% 18.0%	0.0% 4.0% 0ther 0ther	100.0% 100.0% Total 100.0% Total Total	Total 0 0 13 13 13 Weekda 3 0 3 9 13 Weekda 2	in ⁵⁹ 0 0 2 2 2 2 3 4 4 M Pee 2 0 2 1 3 3 3 4 M Pee 1 1 3	Out ⁵⁹ 0 0 11 11 11 11 2 0 0 0 0 0 0 0 0 0 0 0	Estimu Weekc Total 96 24 72 6 78 Total 21 5 5 20 Estimu 5 5 20 Estimu Veekc Total	and Veh day Midd Hour in ¹⁰ 48 12 36 3 3 3 3 3 ated Veh Hour 10 3 3 10 10 3 8 2 10 ated Veh Hour 10 5 5	cle-Trip Q eak ay Peak ay Peak cle-Trip Q eak cle	Immediate Immediate 99 25 74 14 88 Immediate 10 3 8 10 18 Immediate Immediate 5	a Charact ay PM Pe 49 12 37 10 47 n Charact 5 7 4 7 11 n Charact 4 7 11 n Charact 4 3 7 11 n Charact 10 3 3 7 10 47 10 10 10 10 10 10 10 10 10 10 10 10 10	oristics" out 49	Saturd Total 121 30 91 9 100 Saturd Cotal 24 6 18 6 25 Saturd Total 13	Image: Second	Peak 54 15 39 4 44 Peak Out ¹⁰ 3 8 3 11 Peak Out ¹⁰ 6
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² Net New Trips After Pass-byLink Trip Reduction ² Residential ² But #24 Land Use But igue Retail ⁴ Pass-byLinked Trip Reduction ² Residential ² Site #25 Land Use But igue Retail ⁴ Residential ²	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 Estima Weekday AM	Weekday Midday Peak Hour 005 72 72 100 172 100 172 100 100 100 100 100 100 100 100 100 10	Weekday PM Peak Hour 624 159 Generation Cha 309 116 Seneration Cha 116	Saturday Midday Peak Hour 765 101 101 101 726 Saturday Midday Peak Hour 728 74 74 Saturday Midday Saturday Midday	9.0% 12.0% Auto 12.0% Auto	14.5% 2.0% Taxi 2.0%	Subway 20.0% 51.0% Estima 6.0% 51.0% Estima Subway	Railroad 1.5% 2.0% ted Mode Sy 2.0% Railroad	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus	Walk 35.0% 18.0% 83.0% 83.0% 18.0% M.SAT) Walk 83.0% Walk	0.0% 4.0% Other 0.0% Other	100.0% 100.0% Total 100.0% Total	9.0% 12.0% Auto 2.0% Auto	14.5% 2.0% Taxi 2.0% Taxi	20.0% 51.0% Subway 6.0% 51.0% Subway	1.5% 2.0% Railroad 2.0% Railroad	20.0% 20.0%	35.0% 35.0% 18.0% Walk 83.0% 18.0%	0.0% 4.0% 0ther 0ther	100.0% 100.0% Total 100.0% Total Total	Total 0 0 0 13 13 Total 3 0 3 9 13 Weekds Total 2 0	In ¹⁹ 0 0 0 0 2 2 2 In ¹⁹ 2 0 2 1 3 3 ay AM Pee	Out ⁵² 0 0 0 0 11 11 11 0 0 1 0 0 0 0 0 0 0 0	Estimu Weeko Total 96 24 72 6 78 Estimu Weeko Total 21 5 20 Estimu Estimu Weeko Total 11 3	and Veh day Midd Hour In*0 48 12 36 3 39 ated Veh Hour 10 3 8 2 10 3 ated Veh Hour In*0 5 7	Interview Interview <t< td=""><td>eneration 99 25 74 14 88 eneration 10 3 8 10 3 8 10 3 6 7 7 10 3 7 10 3 7 10 3 6 7</td><td>a Charact ay PM Pe 49 12 37 10 47 10 47 10 47 7 10 47 7 10 47 7 11 11 10 6 6 7 7 11 11 10 7 7 11 11 11 11 11 11 11 11 11 11 11 11</td><td>eristic d' ak Hour Out¹⁰ - 49 72 37 4 41 - eristic d' ak Hour - Out¹⁰ - 5 1 4 - 7 - ak Hour - Out¹⁰ - 3 - 7 -</td><td>Saturd Total 121 30 91 9 100 Saturd Cotal 24 6 25 Saturd Total 18 6 25 Saturd 13 3</td><td>Image: Second Second</td><td>Peak 54 15 54 15 39 4 4 4 4 Peak 0ut¹⁰ 11 3 8 3 11 Peak 0ut¹⁰ 6 2</td></t<>	eneration 99 25 74 14 88 eneration 10 3 8 10 3 8 10 3 6 7 7 10 3 7 10 3 7 10 3 6 7	a Charact ay PM Pe 49 12 37 10 47 10 47 10 47 7 10 47 7 10 47 7 11 11 10 6 6 7 7 11 11 10 7 7 11 11 11 11 11 11 11 11 11 11 11 11	eristic d' ak Hour Out ¹⁰ - 49 72 37 4 41 - eristic d' ak Hour - Out ¹⁰ - 5 1 4 - 7 - ak Hour - Out ¹⁰ - 3 - 7 -	Saturd Total 121 30 91 9 100 Saturd Cotal 24 6 25 Saturd Total 18 6 25 Saturd 13 3	Image: Second	Peak 54 15 54 15 39 4 4 4 4 Peak 0ut ¹⁰ 11 3 8 3 11 Peak 0ut ¹⁰ 6 2
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² = Residential ² Residential	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 Estima Weekday AM Peak Hour 52	Weekday Midday Peak 605 72 72 sted Person-Trip Weekday Midday Peak 611 611 611 633 846 Person-Trip Weekday Midday Peak 840 840 840 840 840 840 840 840 840 840	Veekday PM Peak Hour 624 159 5 Generation Cha Weekday PM 116 116 5 Generation Cha	Saturday Midday Peak Hour 705 101 101 101 Saturday Midday 728 728 728 728 728 728 728 728 728 728	9.0% 9.0% 12.0% 2.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0%	Subway 20.0% 51.0% Estima 6.0% 51.0% Estima 6.0%	Railroad 1.5% 2.0% ted Mode Sy 0.0% 2.0% ted Mode Sy Railroad 0.0% 0.0%	Bus 20.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% M. SAT) Walk 83.0% 83.0% 83.0%	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	9.0% 12.0% 2.0% 12.0%	14.5% 2.0% Taxi 3.0% Taxi 3.0%	20.0% 51.0% Subway 6.0% Subway 6.0%	1.5% 2.0% Railroad 0.0% Railroad 0.0%	20.0% 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 6.0%	M(0) 18.0% Walk 83.0% Walk 83.0%	0.0% 4.0% 0.0% 4.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	Total 0 0 0 13 13 Total 3 0 13 Total 3 0 13 Total 2 0 2 0 2 5	In ⁶⁹ 0 0 2 2 2 In ⁶⁹ 2 0 0 2 1 1 3 3 In ⁶⁹ 1 0 1 1 1 1	Out ⁵⁹ 0 0 0 0 0 0 111 11 11 34 Hour 0 ut ⁵⁹ 2 0 2 8 9 9 1 1 0 0 1 1 1 1 0 1 4	Estimu Weeko 7otal 96 24 72 6 78 78 78 78 78 78 78 70 70 15 5 20 70 15 5 20 8 20 70 11 3 8 22	ated Veh sted Veh day Midd 48 12 36 33 34 12 36 33 34 10 10 3 36 2 10 3 8 2 10 3 8 2 10 3 5 7 4 1	Identified 12 349 Peak 0ut ¹⁰ 48 12 36 3 39 2 10 3 8 2 10 3 8 2 10 3 8 0ut ¹⁰ 9 Peak 0th ¹⁰ 3 8 2 10 3 6 7 4 1	eneration Weekd Total 99 25 74 14 88 eneration 10 3 8 10 18 eneration Weekd Total 10 18 eneration Weekd 10 13 8 10 14 15 16 16 16 16 16 16 16 16 16 16	Character sy PM Pe 49 12 37 10 47 10 47 10 47 5 5 7 10 47 7 11 10 6 7 7 11 10 7 7 11 10 7 7 11 10 7 7 11 10 2 4	out out 0ut 0 49 12 37 4 41 37 ak Hour 0ut ¹⁰ 5 1 4 3 7 aristics ² ak Hour 0ut ¹⁰ 5 1 4 3 7 aristics ² 3 1 2 2	Saturd Total 121 30 91 9 100 Saturd 6 24 6 18 6 25 Saturd Total 13 3 10	wildday 1 Hour In ¹⁰ 67 51 67 8 Moday 1 3 10 3 10 3 14 13 14 15 12 13 14 15 16 17 18 19 12 12 5 2 5 2 5 2 5 2	Out ¹⁰ 54 75 39 4 44 Peak Out ¹⁰ 11 3 8 3 11 Peak 0ut ¹⁰ 6 2 4 2
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² = Residential ² Residential	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 Estima Weekday AM Peak Hour 52	Weekday Midday Peak 605 72 72 sted Person-Trip Weekday Midday Peak 611 611 611 633 846 Person-Trip Weekday Midday Peak 840 940 940 940 940 940 940 940 940 940 9	Veekday PM Peak Hour 624 159 5 Generation Cha Weekday PM 116 116 5 Generation Cha 160	Saturday Midday Peak Hour 705 101 101 101 Saturday Midday 728 728 728 728 728 728 728 728 728 728	9.0% 9.0% 12.0% 2.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0%	Subway 20.0% 20.0% 51.0% Estima 51.0% 51.0% 51.0% 51.0%	Railroad 1.5% 2.0% Railroad 0.0% 2.0% Railroad 0.0% 2.0% Railroad 0.0% 2.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% Walk 83.0% Walk 83.0% 18.0%	0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	9.0% 12.0% 2.0% 12.0%	14.5% 2.0% Taxi 3.0% Taxi 3.0%	20.0% 51.0% Subway 6.0% Subway 6.0%	1.5% 2.0% Railroad 0.0% Railroad 0.0%	20.0% 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 6.0%	M(0) 18.0% Walk 83.0% Walk 83.0%	0.0% 4.0% 0.0% 4.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	Total 0 0 0 13 13 Yeekda 3 0 3 9 13 Weekda 2 0 2 0 2 2 2 2 2 2 2 2 2 2	In ⁵⁰ 0 0 2 2 2 3 3 4 M Pee 2 0 2 2 1 3 3 3 3 4 M Pee 1 0 1 0 1	Out ⁵⁹ 0 0 0 0 111 11 ak Hour 0 ut ⁵⁹ 2 0 2 8 9 9 ak Hour 0 ut ⁵⁹ 1 0 1 1	Estimu Weeko Total 96 24 72 6 78 Estimu Weeko Total 5 20 Estimu Weeko Total 5 20 Estimu Weeko Total 11 3 8	ated Veh day Midd Hour 12 36 32 33 34 12 36 33 39 30 30 31 32 10 3 8 2 10 3 8 2 10 3 8 2 10 3 8 2 10 3 5 7 4	Image: line with the second	99 25 74 14 88 eneration 10 3 8 10 3 8 10 3 8 10 3 6 γ 4	a Charact ay PM Pe 49 12 37 10 47 10 47 10 47 7 10 47 7 10 47 7 10 47 7 11 11 10 6 Charact 9 7 4 7 7 11 11 11 11 11 11 11 11 11 11 11 11	eristic d'ak Hour Out ¹⁰ - 49 72 37 4 41 - eristic d'ak Hour - Out ¹⁰ - 5 1 4 - 7 - 4 - 5 - 7 - 4 - 3 - - - - -	Saturd Total 121 30 91 9 100 Total 24 6 6 25 Saturd 7 0 tal 13 3 10 3	wildday 1 Hour In ¹⁰ 67 51 67 8 Moday 1 3 10 3 10 3 14 13 14 15 12 13 14 15 16 17 18 19 12 12 5 2 5 2 5 2 5 2	Peak 54 55 54 15 39 4 4 4 4 4 4 9 Peak 3 8 3 11 3 8 3 11 9 Peak 6 2 4 4 4 4 4 4 4 4 4
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² = Net New Trips Aler Pass-byLink Pass-byLinked Trip Reduction ² Eduction ² Educti	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 Estima Weekday AM Peak Hour 52 55	Weekday Midday Peak 9005 72 72 172 172 172 172 172 172 172 172 1	Weekday PM Peak Hour 624 159 Generation Cha 209 116 309 116 Generation Cha 160 60 60	Saturday Midday Peak Hour Peak Hour Test Test Test Test Test Test Test Test	9.0% 9.0% 12.0% 2.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0%	Subway 20.0% 20.0% 51.0% Estima 51.0% 51.0% 51.0% 51.0%	Railroad 1.5% 2.0% ted Mode Sy 0.0% 2.0% ted Mode Sy Railroad 0.0% 0.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% Walk 83.0% Walk 83.0% 18.0%	0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	9.0% 12.0% 2.0% 12.0%	14.5% 2.0% Taxi 3.0% Taxi 3.0%	20.0% 51.0% 51.0% 51.0% 51.0%	1.5% 2.0% Railroad 0.0% Railroad 0.0%	de Spili (f Bus 6.0% 11.0% 8.0% 11.0%	MD) Walk 83.0% 83.0% Walk 83.0% 18.0%	0.0% 4.0% 0.0% 4.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	Total 0 0 13 13 Total 3 0 3 9 13 Weekd: Total 2 0 2 0 2 7	in ¹⁰ 0 0 2 2 2 3 3 3 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Out ⁵⁹ 0 0 0 11 11 11 ak Hour 0 0 2 0 2 8 9 1 0 0 1 1 0 1 4 5	Estim Weeko Total 96 24 72 6 78 70 8 8 20 70 15 5 5 20 70 15 5 70 15 5 70 10 70 70 11 3 8 2 10 70 8	ated Veh Hour In ¹⁰ 48 12 36 39 ated Veh In ¹⁰ 10 3 4000 10 3 ated Veh Hour 10 3 ated Veh Hour 10 3 ated Veh Hour 11 5 12 5	Intervention Intervention	eneratio Weekd Total 99 25 74 14 88 Eneratio Weekd Total 10 3 8 10 18 Eneratio Weekd Total 5 7 4 5 9 9	n Charact ay PM Pe ay PM Pe 49 72 37 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 10 47 10 10 10 10 10 10 10 10 10 10 10 10 10	ak Hour Out ¹⁰ 49 72 37 4 41 37 4 6 7 7 4 3 7 eristice ² 3 7 0ut ¹⁰ 3 7 2 2 4 3 7 2 2 4	Saturd Total 121 30 91 9 100 Saturd 6 24 6 18 6 25 Saturd Total 13 3 10 3 13	Midday Midday IN [®] J 67 I 51 I 58 I 58 I 13 I 3 I 10 I 3 I 10 I 14 I Woor In [®] 7 I 5 I 5 I 7 I 2 I 7 I 2 I 2 I 2 I 3 I 10 I 114 I 115 I 116 I 117 I 118 I 119 I 110 I 110 I 111 I 111 I 111 I <td>Peak Out⁹ 54 15 39 4 44 44 11 3 8 3 11 3 8 3 11 9 Peak 0ut⁹ 6 2 4 4 2 6</td>	Peak Out ⁹ 54 15 39 4 44 44 11 3 8 3 11 3 8 3 11 9 Peak 0ut ⁹ 6 2 4 4 2 6
Land Use Specially Retail ³ Pass-byLinkerd Trip Reduction ² Net New Trips Aler Pass-byLink Trip Reduction ² Residential ² Land Use Boutique Retail ⁴ Pass-byLinkerd Trip Reduction ² Residential ² Site #25 Land Use Boutique Retail ⁴ Site #26 Boutique Retail ⁴ Site #26	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 Estima %Estima 52 55 55	Weekday Midday Peek 605 72 72 72 72 72 72 72 72 72 72 72 72 72	Weekday PM Paak Hour 624 150 Seneration Cha Weekday PM Peak Hour 116 Ceneration Cha Weekday PM Peak Hour 160 60 60 60 60	Saturday Midday Peak Hour 765 101 101 101 Saturday Midday Peak Hour 728 728 74 74 74 74 78 Saturday Midday Midday 10 78 74 74 74 74 75 74 74 75 74 74 75 74 75 74 75 75 75 75 75 75 75 75 75 75 75 75 75	9.0% 12.0% 2.0% 12.0% 12.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0% 2.0%	Subway 20.0% 51.0%	Railroad 1.5% 2.0% ed Mode Sg Railroad 0.0% 2.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% 6.0% 6.0% 6.0% 6.0%	Walk 35.0% 18.0% M.SAT) Walk 83.0% 83.0% 18.0%	0.0% 4.0% 0ther 0.0% 4.0% 4.0% 4.0%	100.0% 100.0% Total 100.0% Total 100.0% 100.0%	9.0% 12.0% 2.0% 12.0% 12.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0% 2.0%	20.0% 51.0% 51.0% 51.0% 51.0%	1.5% 2.0% Imated Mo: 2.0% Railroad 0.0% 2.0% Railroad 0.0% 2.0%	20.0% 20.0%	MD) MD) MD) MD) MD) MD) MD) MD)	0.0% 4.0% 0ther 0.0% 4.0% 4.0% 4.0%	100.0% 100.0% Total 100.0% Total 100.0% 100.0%	Total 0 0 13 13 Total 3 0 3 9 13 Weekd: Total 2 0 2 0 2 7	In ⁶⁹ 0 0 2 2 2 In ⁶⁹ 2 0 0 2 1 1 3 3 In ⁶⁹ 1 0 1 1 1 1	Out ⁵⁹ 0 0 0 11 11 11 ak Hour 0 0 2 0 2 8 9 1 0 0 1 1 0 1 4 5	Estim Weeko Total 96 24 72 6 78 70 8 8 20 70 15 5 5 20 70 15 5 70 15 5 70 10 70 70 11 3 8 2 10 70 8	ated Veh Hour Hour In ¹⁰ 36 33 ated Veh In ¹⁰ 12 36 39 ated Veh Hour In ¹⁰ 38 2 10 3 ated Veh Hour Hour Hour 10 5 7 4 1 5	Intervention Intervention	eneratio Weekd Total 99 25 74 14 88 Eneratio Weekd Total 10 3 8 10 18 Eneratio Weekd Total 5 7 4 5 9 9	Character a y PM Pe a y PM Pe 49 12 37 10 47 10 47 10 47 10 47 10 47 5 17 4 7 11 11 10 6 5 7 11 11 10 10 47 10 10 10 12 12 37 10 10 12 37 10 10 12 37 10 10 12 37 10 10 12 37 12 12 37 10 10 12 12 37 10 10 12 12 37 10 10 12 12 37 10 10 12 12 37 10 10 12 12 37 10 10 12 12 37 10 10 10 12 12 12 12 12 12 12 12 12 12 12 12 12	ak Hour Out ¹⁰ 49 72 37 4 41 37 4 6 7 7 4 3 7 eristice ² 3 7 0ut ¹⁰ 3 7 2 2 4 3 7 2 2 4	Saturd Total 121 30 91 9 100 Saturd 6 24 6 18 6 25 Saturd Total 13 3 10 3 13	wildday 1 Hour In ¹⁰ 67 51 67 8 Moday 1 3 10 3 10 3 14 13 14 15 12 13 14 15 16 17 18 19 12 12 5 2 5 2 5 2 5 2	Peak Out ⁹ 54 15 39 4 44 44 11 3 8 3 11 3 8 3 11 9 Peak 0ut ⁹ 6 2 4 4 2 6
Land Use Specially Retail ³ Pass-byLinked Trip Reduction ² = Residential ⁴ Residential ⁴ Residential ⁴ Residential ⁴ Residential ⁴ Residential ⁴ Residential ² Residential ⁴ Residential	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 Estima Weekday AM Peak Hour 52 55	Weeksay Midday Peak 9005 72 72 8ted Person-Trip 9 8ted Person-Trip 9 8ted Person-Trip 9 9 8ted Person-Trip 9 9 9 9 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 10	Weekday PM Peak Hour 624 159 Generation Cha 209 116 309 116 Generation Cha 160 60 60	Saturday Midday Peak Hour 765 101 101 101 Saturday Midday Peak Hour 728 728 74 74 74 74 78 Saturday Midday Midday 10 78 74 74 74 74 75 74 74 75 74 74 75 74 75 74 75 75 75 75 75 75 75 75 75 75 75 75 75	9.0% 9.0% 12.0% 2.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0%	Subway 20.0% 20.0% 51.0% Estima 51.0% 51.0% 51.0% 51.0%	Railroad 1.5% 2.0% Railroad 0.0% 2.0% Railroad 0.0% 2.0% Railroad 0.0% 2.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% Walk 83.0% Walk 83.0% 18.0%	0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	9.0% 12.0% 2.0% 12.0%	14.5% 2.0% Taxi 3.0% Taxi 3.0%	20.0% 51.0% 51.0% 51.0% 51.0%	1.5% 2.0% Imated Moc 0.0% 2.0% Railroad 0.0% 2.0%	de Spili (f Bus 6.0% 11.0% 8.0% 11.0%	MD) Walk 83.0% 83.0% Walk 83.0% 18.0%	0.0% 4.0% 0.0% 4.0% 0.0%	100.0% 100.0% Total 100.0% Total 100.0%	Total 0 0 13 13 Total 3 0 3 9 13 Weekd: Total 2 0 2 0 2 7	in ¹⁰ 0 0 2 2 2 3 3 3 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Out ⁵⁹ 0 0 0 11 11 11 ak Hour 0 0 2 0 2 8 9 1 0 0 1 1 0 1 4 5	Estim Weeko Total 96 24 72 6 78 70 8 8 20 70 15 5 5 20 70 15 5 70 15 5 70 10 70 70 11 3 8 2 10 70 8	ated Veh Hour Hour In ¹⁰ 48 12 36 33 ated Veh In ¹⁰ 10 3 ated Veh Hour In ¹⁰ 3 ated Veh In ¹⁰ 5 7 4 1 5 ated Veh	Intervention Intervention	eneratio Weekd Total 99 25 74 14 88 Eneratio Weekd Total 10 3 8 10 18 Eneratio Weekd Total 5 7 4 5 9 9	n Charact ay PM Pe ay PM Pe 49 72 37 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 47 10 10 47 10 10 10 10 10 10 10 10 10 10 10 10 10	ak Hour Out ¹⁰ 49 72 37 4 41 37 4 6 7 7 4 3 7 eristice ² 3 7 0ut ¹⁰ 3 7 2 2 4 3 7 2 2 4	Saturd Total 121 30 91 9 100 Saturd 6 12 6 25 Saturd 13 3 10 3 13	Widday 1 In** 1 67 1 51 1 56 1 57 1 58 1 13 1 3 1 10 3 14 10 3 14 10 3 14 10 3 14 10 3 14 10 3 14 10 3 14 10 3 14 15 5 2 5 2 2 7 1 2 2 7 1	Peak Out ⁹ 54 15 39 4 44 44 11 3 8 3 11 3 8 3 11 9 Peak 0ut ⁹ 6 2 4 4 2 6
Land Use Specially Retail ² Pass-byLikked Trip Reduction ² Residential ²	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 Estima %Estima 52 55 55	Weekday Midday Peek 605 72 72 72 72 72 72 72 72 72 72 72 72 72	Weekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 309 116 116 6 Generation Cha Weekday PM Peak Hour 160 6 6 6 6 9	Saturday Midday Peak Hour 705 101 101 101 725 Saturday Midday Peak Hour 728 728 728 728 728 728 728 728 728 728	9.0% 12.0% 2.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0% 2.0%	Subway 20.0% 51.0%	Railroad 1.5% 2.0% ed Mode Sg Railroad 0.0% 2.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% 6.0% 6.0% 6.0% 6.0%	Walk 35.0% 18.0% M.SAT) Walk 83.0% 83.0% 18.0%	0.0% 4.0% 0ther 0.0% 4.0% 4.0% 4.0%	100.0% 100.0% Total 100.0% Total 100.0% 100.0%	9.0% 12.0% 2.0% 12.0% 12.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0% Taxi 3.0% Taxi	20.0% 51.0% 51.0% 51.0% 51.0%	1.5% 2.0% Imated Mo: 2.0% Railroad 0.0% 2.0% Railroad 0.0% 2.0%	20.0% 20.0%	MD) MD) MD) MD) MD) MD) MD) MD)	0.0% 4.0% 0ther 0.0% 4.0% 4.0% 4.0%	100.0% 100.0% Total 100.0% Total 100.0% 100.0%	Total 0 0 13 13 13 3 0 3 9 13 13 0 3 0 3 2 0 2 5 7 Weekddx 9	In ¹⁰ 0 0 0 0 2 2 0 2 0 2 0 2 0 2 1 0 1 0 1 2 2 3	Out ⁵⁸ 0 0 11 11 11 11 ak Hour 2 0 0 2 8 9 9 1 0 0 1 1 0 1 1 5	Estim Weeko Total 96 24 72 6 78 Estim Weeko 70 15 5 20 Estim Weeko 70 tal 11 3 8 2 10 8 2 10 70 11 3 5 70 11 70 78 78 78 78 78 78 78 78 78 78 78 78 78	ated Veh Hour Hour 110 33 39 ated Yeh 100 33 39 ated Yeh 100 31 39 ated Yeh Hour 10 3 ated Yeh Hour 10 ¹⁰ 5 7 4 1 5 3ted Yeh Ay MiddH Hour 10 ¹⁰	Ide-Trip C Cout*0 48 12 36 33 39 Peak Ide-Trip C Cout*0 10 3 38 2 10 3 38 2 10 3 6 710 5 7 4 1 5 5 Icide-Trip C 5 7 4 1 5 5 5 Icide-Trip C 5 7 4 1 5 5 5 10 5	eneration Weekd Total 99 25 74 14 88 Weekd Total 10 3 8 10 18 eneration Weekd Total 5 7 4 5 9 eneration Weekd Total	n Charact ay PM Pe in ¹⁶ 49 12 37 10 47 7 6 6 7 7 11 10 47 7 7 11 10 47 7 11 11 10 6 7 7 11 11 10 10 47 7 7 11 10 10 47 7 7 10 10 47 10 10 10 10 10 10 10 10 10 10 10 10 10	article" out ¹⁰ 49 12 37 4 41 37 4 41 3 7 7 4 3 7 7 4 3 7 7 eristics" 1 4 3 7 7 eristics" 1 2 2 4 4	Saturd Total 121 30 91 9 100 Saturd Total 13 3 10 3 13 Total Total	Widday In*** 1 67 1 51 1 56 1 57 1 58 1 7 1 10 3 110 3 124 10 3 14 10 3 14 10 3 14 10 3 14 10 5 5 2 7 2 2 7 2 2 2 7 2 2 2 7 2 14 10	Peak 15 39 4 444 Peak 0ut ¹⁰ 3 8 3 11 Peak 6 2 4 2 6 Peak
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Land Use Specially Retail ² Pass-byLinked Trip Reduction ² Residential ²	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 52 55 55 Estima Weekday AM Peak Hour	Weeksay Midday Peak Hoyr 005 72 72 72 72 72 72 72 72 72 72 72 72 72	Veekday PM Peak Hour 624 159 Seneration Cha 309 116 309 116 309 40 116 40 40 40 40 40 40 40 40 40 40 40 40 40	Saturday Midday Peak Hour Peak Hour Peak Hour Peak Hour Pacteristics Saturday Midday Peak Hour Pacteristics P	9.0% 12.0% 2.0% 12.0% 12.0%	14.5% 2.0% Taxi 3.0% 3.0% 2.0% Taxi 3.0% Taxi	Subway 20.0% 20.0% 51.0% 50 51.0% 51.0% 6.0% 51.	Raircad 1.5% 2.0% 2.0% Raircad 0.0% 2.0% Raircad 0.0% Raircad 0.0% Raircad 0.0% Raircad	Bus 20.0% 11.0% Bus 6.0% 11.0% Ht (AM, P Bus 11.0%	Walk 35.0% 18.0% 83.0% 18.0% 83.0% 18.0% 18.0% 18.0% 18.0%	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 12.0% 2.0% 12.0% Auto 2.0% Auto 12.0% Auto	14.5% 2.0% Taxi 3.0% 2.0% Taxi 3.0% Taxi 3.0% Taxi	20.0% 51.0% Subway 6.0% 51.0% 51.0% 51.0% 51.0% 51.0%	1.5% 2.0% Railroad 0.0% C.0% Railroad	20.0% 20.0%	MD) Walk 83.0% 83.0% 83.0% 83.0% 83.0% 18.0% Walk 83.0%	0.0% 4.0% 4.0% 4.0% 4.0%	100.0% 100.0% 100.0% 100.0% 100.0% 100.0% Total	Total 0 0 0 13 13 Total 3 0 3 9 13 13 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 2 0 2 0 7 Total 2 0 0 0	In ¹⁰ 0 0 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Out ⁵⁸ 0 0 11 11 11 Ak Hour 0 2 0 2 8 9 1 0 1 1 0 1 4 5 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 0 1 0 0 1 0	Estim Weekc Total 96 24 72 6 78 78 78 78 70 10 5 20 20 20 5 20 20 20 5 20 20 70tal 11 3 8 2 2 10 8 2 2 10 70tal 12 3 3	ated Veh Hour Hour In ¹⁰ 36 39 ated Veh John In ¹⁰ ated Veh Hour In ¹⁰ 39 ated Veh Hour In ¹⁰ 3 ated Veh Hour In ¹⁰ 3 ated Veh Hour In ¹⁰ S thour In ¹⁰ S thour Hour In ¹⁰ S thour In ¹⁰	Interface Interface	eneration	a Charact ay PM Pe 10 49 12 37 10 47 12 37 10 47 12 47 10 6 17 12 10 47 11 10 10 47 11 10 10 47 11 10 10 47 11 10 10 10 10 10 10 10 10 10 10 10 10	artice" 0ut ² 4 49 72 37 4 41 37 aristice" 6 1 7 aristice" 7 aristice" 7 aristice" 1 0ut ² 3 7 7 aristice" 2 4 3 7 2 2 4 aristice" 4 3 7 2 2 4 3 7 2 2 4 aristice" 3 7 3 1 2 2 4 3 7 3 7	Saturd Total 121 30 9 100 Total 24 6 25 24 6 6 25 25 3 10 3 3 10 3 3 10 3 3 10 3 13	Midday Image Image <t< td=""><td>Peak 54 75 39 4 44 7 9 8 3 11 3 8 3 11 9 9 8 3 11 9 9 8 3 11 9 9 8 3 11 9 9 8 3 9 9 4 4 4 9 9 9 9 9 9 9 9 9 9 9 9 9</td></t<>	Peak 54 75 39 4 44 7 9 8 3 11 3 8 3 11 9 9 8 3 11 9 9 8 3 11 9 9 8 3 11 9 9 8 3 9 9 4 4 4 9 9 9 9 9 9 9 9 9 9 9 9 9
Land Use Specially Restal ³ Pass-byLinked Trip Reduction ¹ = Residential ¹ Residential ² Residential	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 106 106 52 55 55 55 55 55	Weekday Midday Peak 905 72 72 8ted Person-Trip 9 8ted Person-Trip 9 8ted Person-Trip 9 9 8ted Person-Trip 9 9 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Veekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 116 116 60 60 60 60 60 60 183	Saturday Midday Peak Hour 705 101 101 Saturday Midday Peak Hour 728 728 74 74 74 74 74 74 74 74 74 74 74 74 74	9.0% 9.0% 12.0% 2.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0%	14.5% 2.0% 3.0% 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 3.0%	Subway 20.0% 51.0% Eating Guidentee Subway 6.0% 51.0% Eating 6.0% 51.0% Eating Subway 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0%	Raircad 1.5% 2.0% colored Mode Sg Raircad 0.0% 2.0% colored Mode Sg Raircad 0.0% 2.0% colored Mode Sg Raircad 0.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 111.0% Bus 6.0% 111.0%	Walk 35.0% 18.0% M. SAT) Walk 83.0% B3.0% Malk Walk 83.0% Walk 83.0% Walk 83.0% Walk 83.0% Walk	0.0% 4.0% 4.0% 4.0% 4.0% 4.0% 4.0% 4.0%	100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 12.0% 2.0% 12.0% 12.0% 12.0%	14.5% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3	20.0% 51.0% 51.0% 6.0% 51.0% 51.0% 51.0% 51.0% 51.0% 6.0% 51.0%	1.5% 2.0% 2.0% Railroad 0.0% 2.0% Railroad 0.0% Railroad 0.0% 0.0% 0.0%	20.0% 20.0% 211.0% 20.0%	35.0% 35.0% 18.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0%	0.0% 4.0% 0ther 0.0% 4.0% 0ther 0.0% 0ther 0.0%	100.0% 100.0% Total 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	Total 0 0 0 13 13 Total 3 0 3 9 13 13 0 3 9 13 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0	in ¹⁰ 0 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Out ⁵⁸ 0 0 11 11 11 11 11 11 11 11	Estim Weeke Total 96 24 72 6 78 Total 21 5 78 Total 21 5 20 Estim Weeke 70 11 3 8 2 20 Total 11 3 8 2 10 Estim Weeke 78 78 78 78 78 78 78 78 78 78 78 78 78	ated Veh Hour Hour 1 48 12 36 33 ated Veh Hour 10 36 37 ated Veh Hour 10 3 ated Veh Hour 10 37 ated Veh Hour 10 38 2 10 38 2 10 38 2 10 5 7 4 1 5 4 1 5 4 1 5 4 1 5 5 5	Idle-Trip C yy Peak 0ut*0 48 12 36 39 Idle-Trip C yy Peak 0ut*0 12 0 10 3 8 0ut*0 10 3 8 0ut*0 10 3 8 0ut*0 10 2 10 3 8 0ut*0 5 7 4 1 5 14 5 15 16 2 15 16 2 17 4 1 5 10 5 10 5 10	eneration Weekd 7 otal 99 2:5 74 14 88 88 88 88 88 88 88 88 88 8	Charact ay PM Pe ay PM Pe 10 12 337 10 47 10 47 0 Charact 10 47 0 Charact 11 1 Charact 2 4 6 1 Charact 3 1 2 3 1 2 3 1 2	eristics" 44 49 72 37 4 41 41 41 eristics" 7 7 7 eristics" 7 eristics" 7 oristics" 7 eristics" 7 2 3 7 2 2 4 eristics" 3 7 2 3 7 2 4 eristics" 3 1 2 2 4 out" 3 1 2 3 7 2 4 out" 3 1 2 3 7	Saturd Total 121 30 9 100 Total 24 6 18 6 25 25 25 7 0tal 13 3 10 3 13 13 13 13 13 13 13	Midday Image Image <t< td=""><td>Peak 54 75 39 4 44 9 9 4 4 4 4 9 9 8 3 11 3 8 3 11 9 9 8 6 2 6 2 6 2 6 2 6 9 9 9 9 9 9 9 9 9 9 9 9 9</td></t<>	Peak 54 75 39 4 44 9 9 4 4 4 4 9 9 8 3 11 3 8 3 11 9 9 8 6 2 6 2 6 2 6 2 6 9 9 9 9 9 9 9 9 9 9 9 9 9
Land Use Specially Retail ² Pass-byLinked Trip Reduction ² Net New Trips Aller Pass-byLink Trip Reduction ² Site #24 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ² Net New Trips Aller Pass-byLink Trip Reduction ² Site #25 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ² Net New Trips Aller Pass-byLink Tri Reduction ² Site #26 Land Use Boutique Retail ⁴ Pass-byLinked Trip Reduction ² Net New Trips Aller Pass-byLink Tri Reduction ² Residential ²	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 106 106 52 55 55 55 55 55	Weekday Midday Peak 905 72 72 8ted Person-Trip 9 8ted Person-Trip 9 8ted Person-Trip 9 9 8ted Person-Trip 9 9 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Veekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 116 116 60 60 60 60 60 60 183	Saturday Midday Peak Hour 705 101 101 Saturday Midday Peak Hour 728 728 74 74 74 74 74 74 74 74 74 74 74 74 74	9.0% 9.0% 12.0% 2.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0%	14.5% 2.0% 3.0% 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 3.0%	Subway 20.0% 51.0% Eating Guidentee Subway 6.0% 51.0% Eating 6.0% 51.0% Eating Subway 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0% 6.0%	Raircad 1.5% 2.0% colored Mode Sg Raircad 0.0% 2.0% colored Mode Sg Raircad 0.0% 2.0% colored Mode Sg Raircad 0.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 111.0% Bus 6.0% 111.0%	Walk 35.0% 18.0% M. SAT) Walk 83.0% B3.0% Malk Walk 83.0% Walk 83.0% Walk 83.0% Walk 83.0% Walk	0.0% 4.0% 4.0% 4.0% 4.0% 4.0% 4.0% 4.0%	100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 12.0% 2.0% 12.0% 12.0% 12.0%	14.5% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3	20.0% 51.0% 51.0% 6.0% 51.0% 51.0% 51.0% 51.0% 51.0% 6.0% 51.0%	1.5% 2.0% 2.0% Railroad 0.0% 2.0% Railroad 0.0% Railroad 0.0% 0.0% 0.0%	20.0% 20.0% 211.0% 20.0%	35.0% 35.0% 18.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0%	0.0% 4.0% 0ther 0.0% 4.0% 0ther 0.0% 0ther 0.0%	100.0% 100.0% Total 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	Total 0 0 0 13 13 Total 3 0 3 9 13 13 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 13 15 15	In ¹⁰ 0 0 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Out ⁴⁹ 0 0 0 111 11 11 34 Hour 2 2 0 2 8 9 3 9 3 4 1 0 0 4 5 3 4 5 3 1 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	Estim Weekc 70tal 96 24 72 6 78 Estim Weekc 70tal 11 3 8 20 Total 11 3 8 2 10 Estim Weekc 7 7 10 Estim 7 7 10 2 9 7 7	ated Veh Hour Hour In ¹⁰ 48 12 36 39 ated Veh In ¹⁰ 10 36 10 37 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 5 7 4 1 5 1 5 3 4 5 3 4 5	International Content International Content 0utt ¹⁰ 38 33 39 112 36 33 39 113 39 114 31 115 31 110 31 111	eneration 99 25 74 14 88 eneration 99 25 74 14 88 eneration 99 10 3 8 8 10 10 3 8 8 10 10 3 8 8 10 10 3 8 8 8 9 9 9 9 9 9 9 9 10 10 3 8 8 9 9 10 10 10 3 8 8 10 10 10 3 8 8 10 10 10 10 3 8 8 10 10 10 10 10 10 10 10 10 10 10 10 10	Charact ay PM Pe ay PM Pe ay 12 37 10 47 5 7 11 5 7 11 3 7 11 3 7 2 4 6 0 Charact 11 2 4 6 10 11 2 4 6 10 2 4 6 11 2 4 6 11 2 10 12 10 12	artice* ak Hour Out** 49 72 37 4 411 7 4 37 4 411 7 4 37 4 37 4 30 7 4 30 7 0ut** 3 7 2 2 4 31 7 2 4 31 7 2 4 0ut** 31 7 2 4 31 7 2 4 32 4 4	Saturd 121 30 91 9 100 Saturd 24 6 18 6 25 24 6 18 6 25 24 6 18 6 25 3 13 3 3 10 3 13 13 13 13 13 13 13 13 13 13 13 13 1	Midday Image Image 1 67 1 67 1 55 1 4 1 56 1 4 1 56 1 4 1 56 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 11 1 12 1 2 1 10 1 11 1 12 1 13 1 14 1 15 1 16 1 17 1	Peak 64 16 54 16 39 4 44 44 9 6 3 11 3 8 3 11 3 8 3 11 3 8 3 11 3 8 3 11 3 8 3 11 3 8 3 1 1 3 8 3 1 1 3 8 4 4 4 4 4 4 4 4 4 4 4 4 4
Land Use Specially Retail ² Pars-by/Linkert <i>Trip Reduction</i> ² = Residential ² Land Use Boutique Retail ⁴ Residential ² Residential ⁴ Residential ² Residential ⁴ Residential ² Residential	Weekday AM Peak Hour 0 145 Estima Weekday AM Peak Hour 100 106 106 106 52 55 55 55 55 55	Weekday Midday Peak 905 72 72 8ted Person-Trip 9 8ted Person-Trip 9 8ted Person-Trip 9 9 8ted Person-Trip 9 9 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Veekday PM Peak Hour 624 159 Generation Cha Weekday PM Peak Hour 116 116 60 60 60 60 60 60 183	Saturday Midday Peak Hour 705 101 101 Saturday Midday Peak Hour 728 728 74 74 74 74 74 74 74 74 74 74 74 74 74	9.0% 9.0% 12.0% 2.0% 12.0% 12.0% 12.0% 12.0% 12.0% 12.0%	14.5% 2.0% 3.0% 3.0% 2.0% Taxi 3.0% 3.0% 3.0% 3.0% 3.0%	Subway 20.0% 51.0% Eating Guidentee Subway 6.0% 51.0% Eating 6.0% 51.0% Eating 51.0% Eating 6.0% 51.0%	Raircad 1.5% 2.0% colored Mode Sg Raircad 0.0% 2.0% colored Mode Sg Raircad 0.0% 2.0% colored Mode Sg Raircad 0.0%	Bus 20.0% 11.0% Bus 6.0% 11.0% Bus 6.0% 111.0% Bus 6.0% 111.0%	Walk 35.0% 18.0% M. SAT) Walk 83.0% B3.0% Malk Walk 83.0% Walk 83.0% Walk 83.0% Walk 83.0% Walk	0.0% 4.0% 4.0% 4.0% 4.0% 4.0% 4.0% 4.0%	100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 12.0% 2.0% 12.0% 12.0% 12.0%	14.5% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3.0% 3	20.0% 51.0% 51.0% 6.0% 51.0% 51.0% 51.0% 51.0% 51.0% 6.0% 51.0%	1.5% 2.0% 2.0% Railroad 0.0% 2.0% Railroad 0.0% Railroad 0.0% 0.0% 0.0%	20.0% 20.0% 211.0% 20.0%	35.0% 35.0% 18.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0% 83.0%	0.0% 4.0% 0ther 0.0% 4.0% 0ther 0.0% 0ther 0.0%	100.0% 100.0% Total 100.0% 100.0% 100.0% 100.0% 100.0% 100.0%	Total 0 0 13 13 Total 3 3 0 3 9 13 13 Weekds 2 0 2 5 7 Weekds 2 0 2 5 7 Total 2 0 2 13 2	In ⁵⁰ 0 2 2 2 3 3 4 4 4 7 2 2 3 3 3 3 3 3 4 4 9 6 2 2 1 3 3 3 3 3 4 4 9 6 1 1 0 1 1 2 2 1 3 3 3 4 4 9 6 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1	Out ⁵² 0 0 11 11 11 3ak Hour 0 2 2 0 2 8 9 9 3ak Hour 1 0 1 4 5 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	Estimweeko 96 24 72 6 78 Estimweeko 70tal 21 5 15 5 20 Total 11 3 8 8 2 10 Estimu Weeko 7 Total 11 3 1 1 1 3 1 1 1 3 1 1 1 1 3 1 1 1 1	ated Veh Hour Hour In ¹⁰ 48 12 36 39 ated Veh In ¹⁰ 10 36 10 37 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 38 2 10 5 7 4 1 5 1 5 3 4 5 3 4 5	International Content International Content 0utt ¹⁰ 38 33 39 112 36 33 39 113 39 114 31 115 31 110 31 111	severation 99 25 74 14 88 eneration 10 3 8 10 3 8 10 3 8 10 3 8 10 3 8 10 3 8 10 3 8 10 3 8 11 12 5 7 4 5 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 <td>Charact ay PM Pe ay PM Pe ay 12 37 10 47 5 7 11 5 7 11 3 7 11 3 7 2 4 6 0 Charact 11 2 4 6 10 11 2 4 6 10 2 4 6 11 2 4 6 11 2 10 12 10 12</td> <td>eristic 2" ak Hour Out¹⁰ 49 72 37 4 41 eristic 2" ak Hour Out¹⁰ 5 7 4 3 7 eristic 2" 4 3 7 2 2 4 0ut¹⁰ 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3</td> <td>Saturd Total 121 30 91 9 100 Total 24 6 18 6 25 Saturd 13 3 10 3 13 Saturd Total 13 14 4 11 9</td> <td>Midday Image Image 1 67 1 67 1 55 1 4 1 56 1 4 1 56 1 4 1 56 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 11 1 12 1 2 1 10 1 11 1 12 1 13 1 14 1 15 1 16 1 17 1</td> <td>Peak 54 55 54 75 39 4 4 44 Peak 0ut²⁰ 3 111 3 8 3 111 Peak 0ut²⁰ 7 2 5 5 5 5 5 5 5 5 5</td>	Charact ay PM Pe ay PM Pe ay 12 37 10 47 5 7 11 5 7 11 3 7 11 3 7 2 4 6 0 Charact 11 2 4 6 10 11 2 4 6 10 2 4 6 11 2 4 6 11 2 10 12 10 12	eristic 2" ak Hour Out ¹⁰ 49 72 37 4 41 eristic 2" ak Hour Out ¹⁰ 5 7 4 3 7 eristic 2" 4 3 7 2 2 4 0ut ¹⁰ 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3 7 2 4 3	Saturd Total 121 30 91 9 100 Total 24 6 18 6 25 Saturd 13 3 10 3 13 Saturd Total 13 14 4 11 9	Midday Image Image 1 67 1 67 1 55 1 4 1 56 1 4 1 56 1 4 1 56 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 3 1 10 1 11 1 12 1 2 1 10 1 11 1 12 1 13 1 14 1 15 1 16 1 17 1	Peak 54 55 54 75 39 4 4 44 Peak 0ut ²⁰ 3 111 3 8 3 111 Peak 0ut ²⁰ 7 2 5 5 5 5 5 5 5 5 5

Pennetses: 1 - Reddetiget and used and and a pennet and a concerpt with data 1 - Reddetiget and and a pennet and a concerpt with data 2 - 25°, genes y and linked for pennets 2000 Anoneyor- NUMA data 3 - 25°, genes y and linked for pennets 2000 Anoneyor- NUMA data 3 - 25°, genes y and linked for pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with and the pennets 2000 Anoneyor- NUMA data 5 - 00% concerpt with anoneyor- NUMA data and NUMA with anoneyor- NUMA data and on Proposed Mandatanulle in West Hafem Records Use Development for MUMA data 6 - NUMA data 5 -

his table was revised subse ent to Table 3.15-6 Estimated Peak Hour Vehicle-Trip Increments by Development Site 125th St River to River Re-Zoning - Manhattan, New York VEHICULE INCREMENTS

| Site #1 | | | | | NO
 | ACTION V | EHICLE T | RIPS | | | | | 1 |

 | | | AC | TION VE | ICLE TRI | PS | | |
 | | | | | IN
 | ICREME | INTAL VEH | ICLE TRI | PS - ACT | ION
 | | | 1 |
|--|---|--|---|---
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---|--
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--|--|---|--|---|---|---|--
--|--|--|--|---|---
--|---|---|---|--
--|---|--|---|
| | Weekd | lay AM Pea | sk Hour | Weekday | Midday F
 | | | lay PM Pe | ak Hour | Saturday | Midday F | Peak Hour | Weekd | ay AM Pea

 | ak Hour | Weekday | Midday P | | | ay PM Pea | k Hour | Saturday | Midday P
 | Peak Hour | Weekd: | ay AM Pe | ak Hour | Weekday
 | | | | day PM P |
 | Saturda | y Midday P | eak Hour |
| Land Use | Total | In ^{so} | Out ¹⁰ | Total | In ¹⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰

 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ^{so}
 | Out ¹⁰ | Total | In ¹⁰ | Out ^{so} | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ^{so} | Out ¹⁰ |
| RESIDENTIAL / HOTEL | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0

 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 |
| OFFICE / MANUFACTURING | 6 | 6 | 0 | 2 | 1
 | 1 | 7 | 0 | 7 | 1 | 0 | 0 | 23 | 22

 | 1 | 9 | 3 | 5 | 27 | 1 | 26 | 3 | 2
 | 1 | 17 | 16 | 1 | 7
 | 3 | 4 | 20 | 1 | 19
 | 2 | 1 | 1 |
| RETAIL / COMM FAC | 2 | 1 | 1 | 11 | 5
 | 5 | 5 | 3 | 3 | 13 | 7 | 5 | 2 | 1

 | 1 | 9 | 5 | 5 | 5 | 2 | 2 | 11 | 6
 | 5 | 0 | 0 | 0 | -1
 | -1 | -1 | -1 | 0 | 0
 | -2 | -1 | -1 |
| Total Site Vehicle Trips | 8 | 7 | 1 | 13 | 6
 | 7 | 12 | 3 | 9 | 13 | 8 | 6 | 25 | 23

 | 2 | 18 | 8 | 10 | 31 | 4 | 28 | 13 | 8
 | 6 | 17 | 16 | 1 | 5
 | 2 | 3 | 19 | 1 | 19
 | 0 | 0 | 0 |
| Site #2 | | 1 | | | NO
 | ACTION V | EHICLE T | RIPS | 1 | | | | n |

 | | | AC | TION VEH | ICLE TRI | PS | | |
 | | | | | IN
 | CREME | ENTAL VEH | ICLE TRI | PS - ACT | ION
 | | | |
| Land Use | Weekd | lay AM Pea | ik Hour | Weekday | Midday F
 | Peak Hour | Weekd | iay PM Pe | ak Hour | Saturday | Midday F | Peak Hour | Weekd | ay AM Pea

 | ak Hour | Weekday | Midday P | eak Hour | Weekd | ay PM Pea | k Hour | Saturday | Midday P
 | Peak Hour | Weekda | sy AM Pe | ak Hour | Weekday
 | Midday | Peak Hour | Week | day PM P | eak Hour
 | Saturda | y Midday P | eak Hour |
| Land Gae | Total | In ^{so} | Out ¹⁰ | Total | In ¹⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰

 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ⁵⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ⁵⁰ | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ^{so} | Out ¹⁰ |
| RESIDENTIAL / HOTEL | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1

 | 7 | 4 | 2 | 2 | 9 | 7 | 3 | 6 | 3
 | 3 | 9 | 1 | 7 | 4
 | 2 | 2 | 9 | 7 | 3
 | 6 | 3 | 3 |
| OFFICE / MANUFACTURING | 14 | 13 | 1 | 5 | 2
 | 3 | 16 | 1 | 15 | 2 | 1 | 1 | 0 | 0

 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
 | 0 | -14 | -13 | -1 | -5
 | -2 | -3 | -16 | -1 | -15
 | -2 | -1 | -1 |
| RETAIL / COMM FAC | 3 | 2 | 2 | 16 | 8
 | 8 | 8 | 4 | 4 | 19 | 11 | 8 | 0 | 0

 | 0 | 61 | 30 | 30 | 63 | 31 | 31 | 77 | 44
 | 33 | -3 | -2 | -2 | 45
 | 23 | 23 | 55 | 27 | 27
 | 58 | 33 | 25 |
| Total Site Vehicle Trips | 17 | 15 | 2 | 21 | 10
 | 11 | 24 | 5 | 19 | 20 | 11 | 9 | 9 | 1

 | 7 | 65 | 33 | 33 | 72 | 38 | 34 | 83 | 47
 | 36 | -9 | -14 | 5 | 44
 | 23 | 21 | 48 | 33 | 15
 | 63 | 35 | 28 |
| Site #3 | Weekd | ay AM Pea | de blauer | Weekday |
 | ACTION V | | TRIPS
lay PM Pe | ek kleur | Paturdau | Midday F | aak klour | Maakd | ay AM Pea

 | ak blaur | Weekder | AC
Midday P | TION VER | | PS
ay PM Pea | k Maur | Saturday | Middau F
 | aak klour | Meekde | ay AM Pe | ak Maur |
 | | Peak Hour | 1 | |
 | Paturda | y Midday P | aak Maur |
| Land Use | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰

 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ⁵⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ⁵⁰ | Total
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| RESIDENTIAL / HOTEL | 0 | in . | 0 | 0 | 0
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 | 4 | | | | | in 4 | 2 | 4 | 2
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2 | 2 |
| OFFICE / MANUFACTURING | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1

 | 4 | 3 | 1 | 1 | 6 | 4 | 2 | 4 | 0
 | 2 | 0 | 1 | 4 | 0
 | 1 | 1 | 0 | 4 | 0
 | 4 | 0 | 2 |
| RETAIL / COMM FAC | 4 | 3 | 1 | 3 | 1
 | 1 | 5 | 2 | 3 | 2 | 1 | 1 | 6 | 4

 | 2 | 13 | 7 | 7 | 10 | 4 | 6 | 14 | 8
 | 6 | 2 | 1 | 1 | 10
 | 5 | 5 | 5 | 3 | 3
 | 12 | 7 | 5 |
| Total Site Vehicle Trips | 4 | 3 | | 3 |
 | | 5 | 2 | | _ | 1 | 1 | 12 | 5

 | 7 | 16 | | | 40 | 8 | 8 | 18 |
 | | 8 | 2 | 6 | 13
 | 7 | | | 7 | 4
 | 16 | 9 | 7 |
| | 4 | 3 | 1 | 3 | 1
 | 1 | | | 3 | 2 | 1 | 1 | 12 | 5

 | 7 | 16 | 8 | 8 | 16 | | 8 | 18 | 10
 | 8 | 8 | 2 | 6 | |
 | | 7 | 11 | |
 | 16 | 9 | 7 |
| Site #4 | Weekd | lay AM Pea | ik Hour | Weekday |
 | ACTION V
Peak Hour | | TRIPS
lay PM Pe | ak Hour | Saturday | Midday F | Peak Hour | Weekd | ay AM Pea

 | ak Hour | Weekday | AC
Midday P | TION VEH | | PS
ay PM Pea | k Hour | Saturday | Midday F
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 | | Peak Hour | | Hay PM P |
 | Saturda | y Midday P | eak Hour |
| Land Use | Total | In ⁵⁰ | Out ¹⁰ | Total | In ¹⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰

 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ^{so}
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ^{so} | Out ¹⁰ |
| RESIDENTIAL / HOTEL | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0

 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 |
| OFFICE / MANUFACTURING | 5 | 5 | 0 | 2 | 1
 | 1 | 6 | 0 | 6 | 1 | 0 | 0 | 25 | 24

 | 1 | 10 | 4 | 6 | 29 | 1 | 28 | 3 | 2
 | 1 | 20 | 19 | 1 | 8
 | 3 | 5 | 23 | 1 | 22
 | 2 | 1 | 1 |
| RETAIL / COMM FAC | 2 | 1 | 1 | 11 | 5
 | 5 | 5 | 3 | 3 | 13 | 7 | 5 | 2 | 1

 | 1 | 10 | 5 | 5 | 5 | 3 | 3 | 12 | 7
 | 5 | 0 | 0 | 0 | -1
 | 0 | 0 | 0 | 0 | 0
 | -1 | 0 | 0 |
| Total Site Vehicle Trips | 7 | 6 | 1 | 13 | 6
 | 7 | 11 | 3 | 8 | 13 | 8 | 6 | 27 | 25

 | 2 | 20 | 9 | 11 | 34 | 4 | 30 | 15 | 8
 | 6 | 20 | 19 | 1 | 7
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 | 1 | 1 | 1 |
| Site #5 | 1
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 | ak Hour | Weekday | Midday P | | | ay PM Pea | k Hour | Saturday | Midday F
 | Peak Hour | Weekda | ay AM Pe | ak Hour |
 | | Peak Hour | 1 | |
 | Saturda | y Midday P | eak Hour |
| Land Use | Total | In ^{so} | Out ¹⁰ | Total | In ¹⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰

 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰
 | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ¹⁰ | Out ¹⁰ | Total | In ¹⁰ | Out ¹⁰ | Total
 | In ^{so} | Out ¹⁰ |
| RESIDENTIAL / HOTEL | 2 | 0 | 2 | 1 | 1
 | 1 | 2 | 2 | 1 | 2 | 1 | 1 | 4 | 1

 | 4 | 2 | 1 | 1 | 5 | 3 | 1 | 3 | 2
 | 2 | 2 | 0 | 2 | 1
 | 1 | 1 | 2 | 2 | 1
 | 2 | 1 | 1 |
| OFFICE / MANUFACTURING | 0 | 0 | 0 | 0 | 0
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| RETAIL / COMM FAC | 1 | 0 | 0 | 0 | 0
 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1

 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1
 | 0 | 1 | 0 | 0 | 0
 | 0 | 0 | 1 | 0 | 0
 | 0 | 0 | 0 |
| Total Site Vehicle Trips | 3 | 1 | 2 | 1 | 1
 | 1 | 3 | 2 | 1 | 2 | 1 | 1 | 6 | 2

 | 5 | 3 | 1 | 1 | 6 | 4 | 2 | 4 | 2
 | 2 | 3 | 1 | 2 | 1
 | 1 | 1 | 3 | 2 | 1
 | 2 | 1 | 1 | | | | | |
| Site #6 | | | | |
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| Land Use | Total | In ¹⁰ | Out ¹⁰ | Total | Midday F
 | Peak Hour
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Out ¹⁰ | Weekd | ay PM Pea | Out ¹⁰ | Total | In ^{so}
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Total
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| Land Use
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| Land Use RESIDENTUAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site 97 Land Use RESIDENTUAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site 98 Land Use RESIDENTUAL / HOTEL OFFICE / MANUFACTURING | Total 0 16 0 16 0 16 0 16 0 0 0 0 0 2 0 2 0 0 0 6 0 0 0 0 0 0 0 | In ¹⁰ 0 15 0 15 15 15 15 15 15 15 15 15 15 15 15 15 | Out ¹⁰
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| Land Use RESIDENTUAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site 97 Land Use RESIDENTUAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site 98 Land Use RESIDENTUAL / HOTEL OFFICE / MANUFACTURING | Total 0 16 0 16 0 16 0 16 0 0 0 0 0 2 0 2 0 0 0 6 0 0 0 0 0 0 0 | In ¹⁰ 0 15 0 15 15 15 15 15 15 15 15 15 15 15 15 15 | Out ¹⁰
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Table 3.15-6 Estimated Peak Hour Vehicle-Trip Increments by Development Site 125th St River to River Re-Zoning - Manhattan, New York VEHICULE INCREMENTS

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	RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	2	2	7	5	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2
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	RETAIL / COMM FAC	4	2	2	17	9	9	9	4	4	21	12	9	5	2	2	21	11	11	11	5	5	25	14	11	1	0	0	4	2	2	2	1	1	4	3	2
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RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	6	3	3	27	14	14	14	7	7	33	18	14	0	0	0	77	38	38	79	40	40	97	55	42	-6	-3	-3	49	25	25	65	33	33	65	37	28
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Total Site Vehicle Trips	6	3	3	27	14	14	14	7	7	33	18	14	12	2	10	83	41	41	92	49	44	105	59	46	6	-1	7	55	28	28	78	42	37	73	41	32

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Land Use	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	14	2	12	7	4	4	15	11	5	10	5	5	14	2	12	7	4	4	15	11	5	10	5	5
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	0	0	0	163	81	81	168	84	84	206	117	89	0	0	0	92	46	46	95	48	48	117	66	51	0	0	0	-71	-35	-35	-73	-36	-36	-89	-51	-39
Total Site Vehicle Trips	0	0	0	163	81	81	168	84	84	206	117	89	14	2	12	99	50	50	111	58	52	126	71	55	14	2	12	-63	-32	-32	-57	-26	-32	-79	-46	-34

Site #14					NO	ACTION V	EHICLE T	RIPS									AC	CTION VEH	HICLE TR	IPS									NCREMEN	NTAL VEH	ICLE TRIF	PS - ACTIO	NC			
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Land Use	Total	In ⁵⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ⁵⁰	Out ¹⁰	Total	In ^{so}	Out ⁵⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
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OFFICE / MANUFACTURING	6	6	0	2	1	1	7	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	-2	-1	-1	-7	-1	-6	-1	0	0
RETAIL / COMM FAC	4	2	2	19	10	10	10	5	5	23	13	10	6	3	3	27	13	13	13	7	7	32	18	14	2	1	1	8	4	4	4	2	2	9	5	4
Total Site Vehicle Trips	10	8	3	21	10	11	17	5	11	24	13	10	19	5	14	33	17	17	28	17	11	41	22	18	8	-3	11	12	6	6	11	11	0	17	9	8

Site #15					NO	ACTION V	EHICLE T	RIPS									AC	CTION VEH	IICLE TRI	PS								Ib	CREMEN	TAL VEH	ICLE TRIF	S - ACTIC	N			
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RESIDENTIAL / HOTEL	5	1	4	3	1	1	6	4	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2	1	0	1	1	0	0	1	1	0	1	0	0
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	32	23	8	40	20	20	44	15	28	37	20	16	5	2	2	21	11	11	11	5	5	25	14	11	-27	-21	-6	-18	-9	-10	-33	-10	-23	-11	-6	-5
Total Site Vehicle Trips	37	24	13	42	21	21	49	19	30	40	22	18	11	3	8	24	12	12	18	10	7	30	17	13	-26	-21	-5	-18	-9	-9	-32	-9	-23	-10	-6	-5

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Site #17					NO	ACTION V	EHICLE T	RIPS									AC	CTION VE	HICLE TRI	PS								IN IN	NCREMEN	ITAL VEH	ICLE TRIP	'S - ACTIC	N			
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Land Use	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ^{so}	Out ⁵⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	5	2	4	2	2	4	1	4	2	1	1	5	3	1	3	1	1
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	5	2	2	21	11	11	11	5	5	25	14	11	2	1	1	11	5	5	5	3	3	13	7	5
Total Site Vehicle Trips	4	1	3	12	6	6	8	4	3	14	8	6	11	3	8	24	12	12	17	10	7	29	16	13	6	2	5	13	6	6	10	6	4	15	9	7

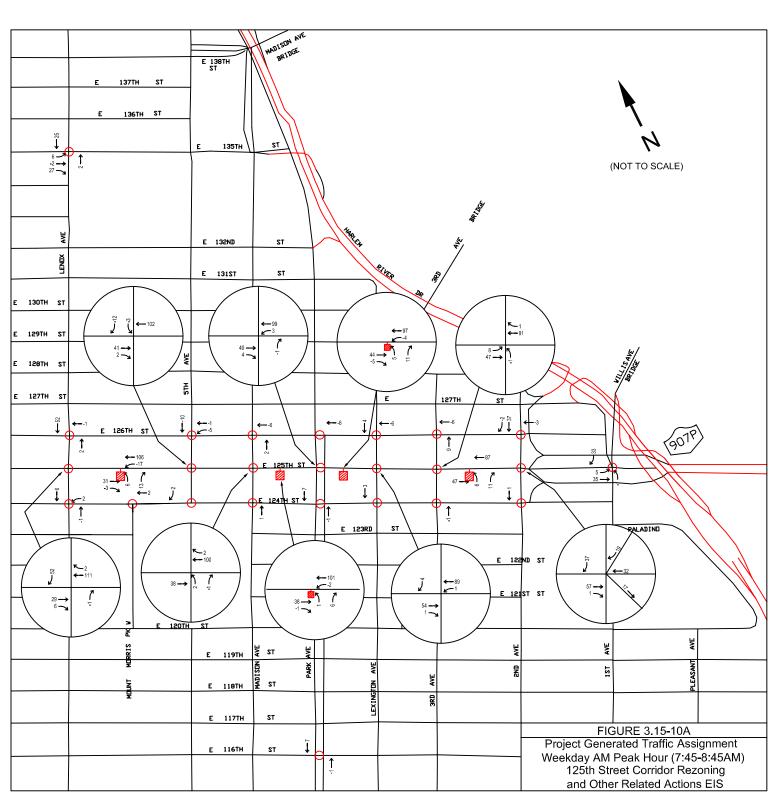
Site #18					NO	ACTION V	EHICLE T	RIPS									A	CTION VE	HICLE TR	IPS									NCREMEN	ITAL VEHI	CLE TRIP	PS - ACTIO	/N		_	_
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Land Use	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
RESIDENTIAL / HOTEL	3	0	2	1	1	1	3	2	1	2	1	1	2	0	2	1	1	1	3	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	11	8	3	14	7	7	16	5	10	13	7	6	3	2	1	8	4	4	5	2	3	9	5	4	-8	-7	-2	-6	-3	-3	-10	-3	-7	-3	-2	-2
Total Site Vehicle Trips	14	9	5	15	8		19	8	11	15		7	5	2	1	•	5	5	8	4	4	11	6	5	-0	-7	.2		.1	-3	-11	.1	-7	-4	.2	

Site #19					NO	ACTION V	EHICLE T	RIPS					1				A	CTION VE	HICLE TR	IPS								-	NCREME	NTAL VEH	ICLE TRI	PS - ACTIC	N			
	Weekda	ay AM Pe	ak Hour	Weekday	Midday F	Peak Hour	Weekd	ay PM Pe	ak Hour	Saturday	Midday I	Peak Hour	Weekd	ay AM Pe	ak Hour	Weekday	Midday I	Peak Hour	Weeks	day PM Pe	ak Hour	Saturday	/ Midday I	Peak Hour	Weekd	lay AM Pe	ak Hour	Weekday	y Midday	Peak Hour	Weeks	iay PM Pe	ak Hour	Saturday	Midday F	eak Hour
Land Use	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ⁵⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	8	5	2	5	2	2	7	1	6	3	2	2	8	5	2	5	2	2
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	7	6	2	4	2	2	8	2	6	1	0	0	12	8	4	27	13	13	19	8	12	28	16	12	5	2	2	22	11	11	11	6	6	27	15	12
Total Site Vehicle Trips	7	6	2	4	2	2	8	2	6	1	0	0	19	9	10	30	15	15	27	13	14	32	18	14	12	3	8	26	13	13	19	11	8	32	18	14

Site #20					NO	ACTION V	EHICLE T	RIPS									A	CTION VE	HICLE TR	IPS								17	NCREME	TAL VEH	IICLE TRIP	PS - ACTIC	5N			
	Weekd	ay AM Pe	ak Hour	Weekday	/ Midday F	eak Hour	Weekd	ay PM Pe	ak Hour	Saturday	/ Midday P	eak Hour	Weekd	ay AM Pe	ak Hour	Weekday	/ Midday I	Peak Hour	Weeko	lay PM Pea	ak Hour	Saturday	y Midday	Peak Hour	Weekd	ay AM Pe	ak Hour	Weekday	Midday	Peak Hour	Weekd	lay PM Pe	ak Hour	Saturday	/ Midday F	Peak Hour
Land Use	Total	In ^{so}	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ⁵⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ^{so}	Out ¹⁰
RESIDENTIAL / HOTEL	1	0	1	1	0	0	1	1	0	1	0	0	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	1	0	0	6	3	3	3	1	1	7	4	3	1	0	0	4	2	2	2	1	1	5	3	2	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	2	1	2	6	3	3	4	2	2	8	4	3	2	1	2	5	2	2	4	2	1	6	3	3	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1

Table 3.15-6 Estimated Peak Hour Vehicle-Trip Increments by Development Site 125th St River to River Re-Zoning - Manhattan, New York VENICULE INCREMENTS

Site #21					NO	ACTION	VEHICLE T	PIPS					1			VEHICULE	INCREM	ENTS CTION VEI		20					-				CREME			PS - ACTIO	N			
Site #21	Weekd	lay AM Pe	ak Hour	Weekday	Midday P			ay PM Pe	ak Hour	Saturday	y Midday F	Peak Hour	Weekd	ay AM Pe	ak Hour	Weekday	Midday I			PS ay PM Pea	ak Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pe	ak Hour	Weekday				iay PM Pe		Saturday	Midday I	Peak Hour
Land Use	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ⁵⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	172	165	7	66	26	40	201	10	191	19	11	8	172	165	7	66	26	40	201	10	191	19	11	8	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	19	15	4	208	104	104	225	108	117	255	144	111	19	15	4	208	104	104	225	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	192	180	11	274	130	145	426	118	308	274	155	118	192	180	11	274	130	145	426	118	308	274	155	118	0	0	0	0	0	0	0	0	0	0	0	0
Site #22					NO	ACTION V	VEHICLE T	RIPS									A	CTION VEI	HICLE TR	PS									CREMEN	TAL VEF	ICLE TRI	PS - ACTIC	DN .			
	Weekd	lay AM Pe	ak Hour	Weekday	r Midday P	Peak Hour	Weekd	ay PM Pe	ak Hour	Saturday	y Midday F	Peak Hour	Weekd	ay AM Pe	ak Hour	Weekdag	Midday I	Peak Hour	Weeko	ay PM Pea	ak Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pe	ak Hour	Weekday	Midday F	Peak Hou	Week	iay PM Pe	ak Hour	Saturday	Midday I	Peak Hour
Land Use	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ⁵⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	1	8	5	2	2	11	8	3	7	3	3	10	1	8	5	2	2	11	8	3	7	3	3
OFFICE / MANUFACTURING	12	11	0	5	2	3	14	1	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-12	-11	0	-5	-2	-3	-14	-1	-13	-1	-1	-1
RETAIL / COMM FAC	0	0	0	94	47	47	97	49	49	119	68	52	0	0	0	70	35	35	72	36	36	88	50	38	0	0	0	-24	-12	-12	-25	-13	-13	-31	-17	-13
Total Site Vehicle Trips	12	11	0	99	49	50	111	49	62	121	68	52	10	1	8	75	37	37	83	44	39	95	54	42	-2	-10	8	-24	-12	-13	-28	-6	-22	-25	-15	-10
Site #23					NO	ACTION V	VEHICLE T	RIPS					1				A	CTION VE	HICLE TR	PS									CREMEN	TAL VEF	ICLE TRI	PS - ACTIO	DN .			
	Weekd	lay AM Pe	ak Hour	Weekday	Midday P	Peak Hour	Weekd	ay PM Pe	ak Hour	Saturday	y Midday F	Peak Hour	Weekd	ay AM Pe	ak Hour	Weekday	Midday I	Peak Hour	Weeko	ay PM Pea	ak Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pe	ak Hour	Weekday	Midday F	Peak Hou	Week	iay PM Pe	ak Hour	Saturday	Midday I	Peak Hour
Land Use	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰
RESIDENTIAL / HOTEL	4	1	3	4	2	1	4	3	2	6	3	2	13	2	11	6	3	3	14	10	4	9	4	4	9	1	8	3	1	2	9	7	3	3	1	2
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RETAIL / COMM FAC	2	1	1	11	6	6	6	3	3	14	8	6	0	0	0	72	36	36	74	37	37	91	51	39	-2	-1	-1	60	30	30	68	34	34	77	44	33
Total Site Vehicle Trips	6	2	4	15	8	7	10	6	5	19	11	8	13	2	11	78	39	39	88	47	41	100	56	44	6	-1	7	63	31	32	78	41	37	80	45	35
																				-1																
Site #24					NO	ACTION V	VEHICLE T	RIPS										ACTION V										NC	INCREM			RIPS - ACT	TON			
	Weekd	iay AM Pe	ak Hour	Weekday				RIPS ay PM Pe	ak Hour	Saturday	y Midday F	Peak Hour	Weekd	ay AM Pe				ACTION V	EHICLE T				Midday P	eak Hour		ay AM Pe		NC Weekday		ENTAL VI	HICLET	RIPS - ACT		Saturday	r Midday I	Peak Hour
Site #24 Land Use	Weekd	lay AM Pe	ak Hour Out ¹⁰	Weekday Total					ak Hour Out ¹⁰	Saturday Total	y Midday F In ¹⁰	Peak Hour Out ¹⁰	Weekd				NO	ACTION V	EHICLE T	rips				eak Hour Out ¹⁰						ENTAL VI	HICLET			Saturday Total	Midday I	Peak Hour Out ¹⁰
		Í			Midday P	Peak Hour	Weekd	ay PM Pe		-				ay AM Pe	ak Hour	Weekday	NO Midday I	ACTION V Peak Hour	EHICLE T	RIPS ay PM Pea	ak Hour	Saturday	Midday P		Weekd	ay AM Pe	ak Hour	Weekday	Midday F	ENTAL VI Peak Hou	Week	iay PM Pe	ak Hour			
Land Use	Total	In ⁵⁰	Out ¹⁰	Total	Midday P	Peak Hour Out ¹⁰	r Weekd: Total	ay PM Pe In ¹⁰	Out ¹⁰	Total	In ¹⁰	Out ¹⁰		ay AM Pe	ak Hour Out ¹⁰	Weekda; Total	NO Midday I In ¹⁰	ACTION V Peak Hour Out ¹⁰	EHICLE T Weekc Total	RIPS lay PM Pes	ak Hour Out ¹⁰	Saturday Total	Midday P	Out ¹⁰	Weekd Total	ay AM Pe: In ¹⁰	ak Hour Out ¹⁰	Weekday Total	Midday F	Peak Hou Out ¹⁰	HICLE T	lay PM Pe	ak Hour Out ¹⁰	Total	In ^{so}	Out ¹⁰
Land Use RESIDENTIAL / HOTEL	Total 0	In ⁵⁰	Out ¹⁰	Total 0	Midday P	Out ¹⁰	Total	ay PM Pe	Out ¹⁰	Total 0	In ¹⁰	Out ¹⁰	Total 9	ay AM Pe	ak Hour Out ¹⁰ 8	Weekday Total 5	NO Midday I In ¹⁰ 2	ACTION V Peak Hour Out ¹⁰ 2	EHICLE T Weekc Total	RIPS lay PM Pea In ¹⁰ 7	out ¹⁰	Saturday Total 6	Midday P	Out ¹⁰	Weekd Total 9	ay AM Pe: In ¹⁰	ak Hour Out ¹⁰ 8	Weekday Total 5	Midday F In ¹⁰ 2	Peak Hou Out ¹⁰	Week Total	iay PM Pe In ¹⁰ 7	ak Hour Out ^{so} 3	Total 6	In ⁵⁰	Out ¹⁰
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING	Total 0 3	In ¹⁰ 0 2	Out ¹⁰	Total 0 1	Midday P	Out ¹⁰	Total 0 3	In ¹⁰	Out ¹⁰ 0 2	Total 0	In ¹⁰ 0	Out ¹⁰ 0	Total 9 0	ay AM Pe	ak Hour Out ¹⁰ 8 0	Weekday Total 5 0	NO Midday I In ¹⁰ 2 0	ACTION V Peak Hour Out ¹⁰ 2 0	EHICLE T Weekc Total	RIPS iay PM Pea In ¹⁰ 7 0	ak Hour Out ¹⁰ 3 0	Saturday Total 6 0	Midday P In ¹⁰ 3 0	Out ¹⁰ 3 0	Weekd Total 9 -3	ay AM Pe: In ¹⁰	ak Hour Out ¹⁰ 8 0	Weekday Total 5 -1	Midday F In ¹⁰ 2 0	Peak Hou Out ¹⁰	Total	lay PM Pe In ¹⁰ 7 0	Out ⁹⁰ 3 -2	Total 6 0	In ¹⁰ 3 0	Out ¹⁰ 3
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	Total 0 3 1	In ¹⁰ 0 2 1	Out ¹⁰ 0 1	Total 0 1 5	Midday P In ¹⁰ 0 0 3 3	Peak Hour Out ¹⁰ 0 3 3	Total 0 3 3	ay PM Pe In ¹⁰ 0 1 2	Out ¹⁰ 0 2 1	Total 0 0 6	In ¹⁰ 0 3	Out ¹⁰ 0 3	Total 9 0 3	ay AM Pe In ¹⁰ 1 0 2	ak Hour Out ¹⁰ 8 0 2	Weekday Total 5 0 15	NO Midday I In ¹⁰ 2 0 8 10	ACTION V Peak Hour Out ¹⁰ 2 0 8	EHICLE T Weekc Total 10 0 8 18	RIPS ay PM Pes In ¹⁰ 7 0 4 11	Ak Hour Out ¹⁰ 3 0 4	Saturday Total 6 0 18	Midday P In ¹⁰ 3 0 10	Out ¹⁰ 3 0 8	Weekd Total 9 -3 2	ay AM Pe: In ¹⁰ 1 -2 1	Ak Hour Out ⁹⁰ 8 0 1	Weekday Total 5 -1 10 14	Midday F In ¹⁰ 2 0 5 7	Peak Hou Out ¹⁰ 2 0 5 7	HICLE TI Week Total 10 -3 5 13	In ¹⁰ 7 0 3	ak Hour Out ⁵⁰ 3 -2 3 3	Total 6 0 12	In ⁵⁰ 3 0 7	Out ¹⁰ 3 0 5
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25	Total 0 3 1 4	In ¹⁰ 0 2 1	Out ¹⁰ 0 1 1	Total 0 1 5 6 6	Midday P In ¹⁰ 0 0 3 3	Peak Hour Out ¹⁰ 0 3 3 ACTION V	r Weekd: Total 0 3 3 5 VEHICLE T	ay PM Pe In ¹⁰ 0 1 2	Out ¹⁰ 0 2 1 4	Total 0 0 0 6 6	In ¹⁰ 0 3	Out ¹⁰ 0 3 3	Total 9 0 3 13	ay AM Pe In ¹⁰ 1 0 2	ak Hour Out ¹⁰ 8 0 2 9	Weekday Total 5 0 15 20	NO Midday I In ¹⁰ 2 0 8 10	ACTION V Peak Hour Out ¹⁰ 2 0 8 10 ACTION V	EHICLE T Weekc Total 10 0 8 18 EHICLE T	RIPS ay PM Pes In ¹⁰ 7 0 4 11	ak Hour Out ¹⁰ 3 0 4 7	Saturday Total 6 0 18 25	Midday P In ¹⁰ 3 0 10	Out ¹⁰ 3 0 8 11	Weekd Total 9 -3 2 9	ay AM Pe: In ¹⁰ 1 -2 1	ak Hour Out ⁵⁰ 8 0 1 9	Weekday Total 5 -1 10 14	Midday P In ¹⁰ 2 0 5 7 INCREM	Peak Hou Peak Hou Out ⁵⁰ 2 0 5 7 ENTAL VI	HICLE TI Weeks Total 10 -3 5 13 HICLE TI	iay PM Pe In ¹⁰ 7 0 3 9	ak Hour Out ¹⁰ 3 -2 3 3 TION	Total 6 0 12 18	In ¹⁰ 3 0 7 10	Out ¹⁰ 3 0 5
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	Total 0 3 1 4	In ⁵⁰ 0 2 1 3	Out ¹⁰ 0 1 1	Total 0 1 5 6 6	Midday P In ¹⁰ 0 0 3 3 3 NO	Peak Hour Out ¹⁰ 0 3 3 ACTION V	r Weekd: Total 0 3 3 5 VEHICLE T	ay PM Pe In ¹⁰ 0 1 1 2 RIPS	Out ¹⁰ 0 2 1 4	Total 0 0 0 6 6	In ¹⁰ 0 3 4	Out ¹⁰ 0 3 3	Total 9 0 3 13	ay AM Pe In ¹⁰ 1 0 2 3	ak Hour Out ¹⁰ 8 0 2 9	Weekday Total 5 0 15 20	NO r Midday I In ¹⁰ 2 0 8 10	ACTION V Peak Hour Out ¹⁰ 2 0 8 10 ACTION V	EHICLE T Weekc Total 10 0 8 18 EHICLE T	RIPS ay PM Pes In ¹⁰ 7 0 4 11 RIPS	ak Hour Out ¹⁰ 3 0 4 7	Saturday Total 6 0 18 25	Midday P In ¹⁹ 3 0 10 10	Out ¹⁰ 3 0 8 11	Weekd Total 9 -3 2 9	ay AM Pe In ¹⁰ 1 -2 1 0	ak Hour Out ⁵⁰ 8 0 1 9	Weekday Total 5 -1 10 14 NO	Midday P In ¹⁰ 2 0 5 7 INCREM	Peak Hou Peak Hou Out ⁵⁰ 2 0 5 7 ENTAL VI	HICLE TI Weeks Total 10 -3 5 13 HICLE TI	iay PM Pe In ¹⁰ 7 0 3 9 9 RIPS - ACT	ak Hour Out ¹⁰ 3 -2 3 3 TION	Total 6 0 12 18	In ¹⁰ 3 0 7 10	Out ¹⁰ 3 0 5 8
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25	Total 0 3 1 4 Weekd	In ⁵⁰ 0 2 1 3	Out ¹⁰ 0 1 1 ak Hour	Total 0 1 5 6 Weekday	Midday P In ¹⁰ 0 0 3 3 NO / Midday P	Peak Hour Out ¹⁰ 0 3 3 ACTION V Peak Hour	Veekd: Total 0 3 3 5 VEHICLE T Veekd:	ay PM Pe In ¹⁰ 0 1 1 2 RIPS ay PM Pe	Out ¹⁰ 0 2 1 4 ak Hour	Total 0 0 6 6 Saturday	In ¹⁰ 0 3 4	Out ¹⁰ 0 3 3 Peak Hour	Total 9 0 3 13 Weekd	ay AM Pe	ak Hour Out ¹⁰ 8 0 2 9 ak Hour	Weekday Total 5 0 15 20 Weekday	NO Midday I In ¹⁰ 2 0 8 10 NO Midday I	ACTION V Peak Hour Out ¹⁰ 2 0 8 10 ACTION V Peak Hour	EHICLE T Weekc Total 10 0 8 18 EHICLE T Weekc	RIPS ay PM Pea In ¹⁰ 7 0 4 11 RIPS ay PM Pea	ak Hour Out ¹⁰ 3 0 4 7	Saturday Total 6 0 18 25 Saturday	Midday P In ¹⁰ 3 0 10 14 Midday P	Out ¹⁰ 3 0 8 11	Weekd Total 9 -3 2 9 Weekd	ay AM Pea In ⁵⁰ 1 -2 1 0 ay AM Pea	ak Hour Out ⁹⁹ 8 0 1 9 9	Weekday Total 5 -1 10 14 Weekday	Midday F In ¹⁰ 2 0 5 7 NCREM Midday F	Out ⁵⁹ 2 0 5 7 ENTAL VI Peak Hou	HICLE TI Week Total 10 -3 5 13 HICLE TI Week	In ¹⁰ 7 0 3 9 RIPS - ACT	Ak Hour Out ⁵⁰ 3 -2 3 3 3 10N ak Hour	Total 6 0 12 18 Saturday	In ⁵⁰ 3 0 7 10 Midday	Out ¹⁰ 3 0 5 8 Peak Hour
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use	Total 0 3 1 4 Weekd	In ¹⁰ 0 2 1 3 ay AM Pe	Out ¹⁰ 0 1 1 1 ak Hour Out ¹⁰	Total 0 1 5 6 Weekday Total	Midday P In ¹⁰ 0 0 3 3 3 NO / Midday P In ¹⁰	Peak Hour Out ¹⁰ 0 3 3 ACTION V Peak Hour Out ¹⁰	Veekd: Total 0 3 5 VEHICLE T Veekd: Total	ay PM Pe In ¹⁰ 0 1 2 RIPS ay PM Pe In ¹⁰	Out ¹⁰ 0 2 1 4 ak Hour Out ¹⁰	Total 0 0 6 6 6 Saturday Total	In ¹⁰ 0 3 4 y Midday P	Out ¹⁰ 0 3 3 Peak Hour Out ¹⁰	Total 9 0 3 13 Weekd Total	ay AM Pe In ¹⁰ 2 3 ay AM Pe	ak Hour Out ¹⁰ 8 0 2 9 sk Hour Out ¹⁰	Weekday Total 5 0 15 20 Weekday Total	NO Midday I In ¹⁰ 2 0 8 10 NO Midday I	ACTION V Peak Hour 0 2 0 8 10 ACTION V Peak Hour Out ¹⁰	EHICLE T Weekc Total 10 0 8 18 EHICLE T Weekc Total	RIPS ay PM Pes In ¹⁰ 7 0 4 11 11 RIPS ay PM Pes In ¹⁰	Ak Hour Out ¹⁰ 3 0 4 7 8 k Hour Out ¹⁰	Saturday Total 6 0 18 25 Saturday Total	Midday P In ¹⁰ 3 0 10 14 Midday P In ¹⁰	Out ¹⁰ 3 0 8 11 Peak Hour Out ¹⁰	Weekd Total 9 -3 2 9 Weekd Total	ay AM Pea In ⁵⁰ 1 -2 1 0 ay AM Pea	ak Hour Out ⁹⁰ 8 0 1 9 9 ak Hour Out ⁹⁰	Weekday Total 5 -1 10 14 Weekday Total	Midday F In ¹⁰ 2 0 5 7 Niccem Nidday F In ¹⁰	Peak Hou Out ⁹⁰ 2 0 5 7 ENTAL VI Peak Hou Out ⁹⁰	HICLE TI Week Total 10 -3 5 13 HICLE TI Week Total	In ¹⁰ 7 0 3 9 RIPS - ACT In ¹⁰ In ¹⁰	ak Hour Out ⁵⁰ 3 -2 3 3 3 TON ak Hour Out ⁵⁰	Total 6 0 12 18 Saturday Total	In ⁵⁰ 3 0 7 10 Midday I In ⁵⁰	Out ¹⁰ 3 0 5 8 Peak Hout Out ¹⁰
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use RESIDENTIAL / HOTEL	Total 0 3 1 4 Weekda Total 0 0	In ⁵⁰ 0 2 1 3 ay AM Pe	Out ¹⁰ 0 1 1 ak Hour Out ¹⁰ 0 0	Total 0 1 5 6 Weekday Total 0	Midday P In ¹⁰ 0 3 3 Midday P In ¹⁰ 0	Peak Hour Out ¹⁰ 0 0 3 3 ACTION V Peak Hour Out ¹⁰ 0 0 0 0 0 0 0 0 0 0 0	r Weekd: Total 0 3 3 5 VEHICLE T r Weekd: Total 0 0	ay PM Pe In ¹⁰ 0 0 1 2 RIPS ay PM Pe In ¹⁰ 0	Out ¹⁰ 0 2 1 4 ak Hour Out ¹⁰ 0 0	Total 0 0 6 6 Saturday Total 0 0	In ¹⁰ 0 3 4 y Midday P In ¹⁰ 0	Out ¹⁰ 0 0 3 3 Peak Hour Out ¹⁰ 0 0	Total 9 0 3 13 Weekd Total 5	ay AM Pe 1 2 3 ay AM Pe 1 1	ak Hour Out ¹⁰ 8 0 2 9 9 ak Hour Out ¹⁰ 4	Weekday Total 5 0 15 20 Weekday Total 2	NO Midday I 2 0 8 10 NO Midday I 1 1	ACTION V Peak Hour 2 0 8 10 ACTION V Peak Hour 0ut ¹⁰ 1	EHICLE T Weekc Total 10 0 8 18 EHICLE T Weekc Total 5	RIPS in ¹⁰ 7 0 4 11 RIPS in ¹⁰ 4 4	ak Hour Out ¹⁰ 3 0 4 7 ak Hour Out ¹⁰ 2	Saturday Total 6 0 18 25 Saturday Total 3	Midday P In ¹⁰ 3 0 10 10 14 Midday P In ¹⁰ 2	Out ¹⁰ 3 0 8 11 Peak Hour Out ¹⁰ 2	Weekd Total 9 -3 2 9 9 Weekd Total 5	ay AM Pec In ¹⁰ 1 -2 1 0 ay AM Pec In ¹⁰ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ak Hour Out ⁵⁰ 8 0 1 9 9 ak Hour Out ⁵⁰ 4	Weekday Total 5 -1 10 14 Weekday Total 2	Midday F In ¹⁰ 2 0 5 7 7 NINCREM Midday F In ¹⁰	Peak Hou Out ⁵⁰ 2 0 5 7 ENTAL VI Peak Hou Out ⁵⁰	HICLE TI Week Total 10 -3 5 13 HICLE TI Week Total 5	In ¹⁰ 7 0 3 9 RIPS - ACT In ¹⁰ 4	ak Hour Out ¹⁰ 3 -2 3 -2 3 3 -2 3 3 -2 3 -2 3 3 3 3 Out ¹⁰ 2	Total 6 0 12 18 Saturday Total 3	In ¹⁰ 3 0 7 10 Midday I In ¹⁰ 2	Out ¹⁰ 3 0 5 8 Peak Hour 2
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site #25 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING	Total 0 3 1 4 Weekd Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In ⁵⁰ 0 2 1 3 3 3 3 3 1 5 9 6 0 0 0 0	Out ¹⁰ 0 1 1 1 ak Hour 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 1 5 6 Weekday Total 0 0 0 0 0	Midday P 0 0 3 3 Molday P In ¹⁰ 0 0 0 0 0	Out Out 0 0 3 3 ACTION V Peak Hour Out ¹⁰ 0 0 0 0 0 0 0 0 0	r Weekd: Total 0 3 3 5 VEHICLE T r Weekd: Total 0 0 0 0	ay PM Pe In ¹⁰ 0 0 1 2 RIPS ay PM Pe In ¹⁰ 0 0	Out ¹⁰ 0 2 1 4 4 Out ¹⁰ 0 0 0 0 0 0 0	Total 0 0 6 6 Saturday Total 0 0 0	In ¹⁰ 0 3 4 y Midday F In ¹⁰ 0 0	Out ¹⁰ 0 3 3 Peak Hour Out ¹⁰ 0 0	Total 9 0 3 13 Weekd Total 5 0	ay AM Pe In ¹⁰ 1 2 3 3 3 4 AM Pe In ¹⁰ 1 0	ak Hour Out ¹⁰ 8 0 2 9 ak Hour Out ¹⁰ 4 0	Weekday Total 5 0 15 20 Weekday Total 2 0	NO Midday I In ¹⁰ 2 0 8 10 NO Midday I In ¹⁰ 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ACTION V Peak Hour Out ¹⁰ 2 0 8 10 ACTION V Peak Hour Out ¹⁰ 1 0	EHICLE T Weekc Total 10 0 8 18 EHICLE T Weekc Total 5 0	RIPS ay PM Pes In ¹⁰ 7 0 4 11 11 RIPS ay PM Pes in ¹⁰ 4 0	ak Hour Out ¹⁰ 3 0 4 7 ak Hour Out ¹⁰ 2 0	Saturday Total 6 0 18 25 Saturday Total 3 0	Midday P In ¹⁰ 3 0 10 10 14 Midday P In ¹⁰ 2 0	Out ¹⁰ 3 0 8 11 Peak Hour Out ¹⁰ 2 0	Weekd Total 9 -3 2 9 Weekd Total 5 0	ay AM Pec In ¹⁰ 1 -2 1 0 ay AM Pec In ¹⁰ 1 0	ak Hour Out ⁵⁰ 8 0 1 9 9 ak Hour Out ⁵⁰ 4 0	Weekday Total 5 -1 10 14 NC Weekday Total 2 0	Midday P In ¹⁰ 2 0 5 7 Niccem Midday P In ¹⁰ 1 0	Out** 2 0 5 7 Peak Hou 0 5 7 Peak Hou 0 1 0	HICLE TI Week Total 10 -3 5 13 HICLE TI Week Yeek 5 0	In ¹⁰ 7 0 3 9 3 RIPS - ACT 3 iay PM Pe 1 iay PM Pe 0 4 0	Ak Hour Out ⁵⁰ 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 0 0	Total 6 0 12 18 Saturday Total 3 0	In ¹⁰ 3 0 7 10 Midday I In ¹⁰ 2 0	Out ¹⁰ 3 0 5 8 Peak Hout Out ¹⁰ 2 0
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site 425 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC	Total 0 3 1 4 Weekdt Total 0 5	In ⁵⁰ 0 2 1 3 Say AM Pe 0 0 0 3	Out ¹⁰ 0 0 1 ak Hour Out ¹⁰ 0 0 2	Total 0 f 5 6 Weekday Total 0 0 0 10 0	Midday P International Interna	Out10 Out10 0 0 3 3 ACTION V 0 0 0 5 5	r Weekd Total 0 3 3 5 5 VEHICLE T r Weekd Total 0 0 8	ay PM Pe In ¹⁰ 0 1 2 RIPS ay PM Pe 0 0 0 3 3	Out ¹⁰ 0 2 1 1 4 ak Hour 0 0 5	Total 0 0 0 6 6 Saturday 0 0 0 10 0 0 11	x Midday F 0 4 x Midday F 0 0 6	Out** 0 0 3 3 Peak Hour Out** 0 0 5	Total 9 0 3 13 Weekd Total 5 0 2	ay AM Pe 1 2 3 ay AM Pe 1 1 0 1 0 1 1	ak Hour Out ¹⁰ 8 0 2 9 ak Hour 0 ut ¹⁰ 4 0 1 1	Weekday Total 5 0 15 20 Weekday Total 20 0 15 0 15 0 15 20 0 8	NO Midday I 10 2 0 8 10 Midday I 1 0 4 5	ACTION V Peak Hour 2 0 8 10 ACTION V Peak Hour 0 ut ¹⁰ 1 0 4	EHICLE T Weekc Total 10 0 8 18 EHICLE T Weekc Total 5 0 4 9	RIPS ay PM Per ay PM Per 7 7 0 4 11 11 11 11 11 11 11 11 11 11 11 11 1	ak Hour Out ¹⁰ 3 0 4 7 7 ak Hour Qut ¹⁰ 2 0 2	Saturday Total 6 0 18 25 Saturday Total 3 0 10	Midday P In ¹⁹ 3 0 10 10 14 Midday P In ¹⁹ 2 0 5	Out ¹⁰ 3 0 8 11 Peak Hour 2 0 4	Weekd Total 9 -3 2 9 9 Weekd Total 5 0 -3	ay AM Pec 1 -2 1 0 ay AM Pec 1 0 -2 -2 -2	ak Hour Out ¹⁹ 8 0 1 1 9 9 ak Hour Out ¹⁹ 4 0 -1	Weekday Total 5 -1 10 14 Weekday Total 2 0 -2 0 0 0	Midday I P 10 ¹⁰ 2 0 5 7 7 INCREM Midday I 1 0 -1 0 0	Provide the second sec	HICLE TI Week Total 10 -3 5 5 13 Total 5 7 0 -4	In*0 7 0 3 9 3 RIPS - ACT 3 iay PM Pe 1 4 0 -1 -1	ak Hour Out ¹⁰ 3 -2 3 3 3 3 TON ak Hour Out ¹⁹ 2 0 -3	Total 6 0 12 18 Saturday Total 3 0 -2	In ⁵⁰ 3 0 7 10 Midday I 10 0 10 0 -1	Out ¹⁰ 3 0 5 8 0 0ut ¹⁰ 0 0 0 0 0 0 0 0 0 0 0 0 -1
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #28	Total 0 1 4 Weekd 0 0 0 5 5 5	In ⁵⁰ 0 2 1 3 Say AM Pe 0 0 0 3	Out ¹⁰ 0 1 sk Hour out ¹⁰ 0 0 0 2 2	Total 0 1 5 6 Weekday Total 0 0 0 0 0 10 10	Midday P International Interna	Peak Hour Out ¹⁰ 0 0 0 0 3 ACTION V Peak Hour 0ut ¹⁰ 0 0 0 0 0 0 0 0 0 0 0 0 0 5 ACTION V	Veekd Total 0 3 3 3 CEHICLE T VEHICLE T Total 0 0 0 8 VEHICLE T	ay PM Pe In ¹⁰ 0 1 2 RIPS ay PM Pe 0 0 0 3 3	Out ¹⁰ 2 1 4 ak Hour 0 0 5 5 5	Total 0 0 0 6 6 Saturday Total 0 0 11 11	x Midday P 0 4 x Midday P 0 0 6	Out ¹⁰ 0 0 3 3 3 Peak Hour 0 0 0 5 5	Total 9 0 3 13 Weekd Total 5 0 2 7	ay AM Pe 1 2 3 ay AM Pe 1 1 0 1 0 1 1	ak Hour Out ¹⁰ 2 9 ak Hour Out ¹⁰ 4 0 1 5	Weekday Total 5 0 15 20 Weekday Total 2 0 8 10	NO Midday I 10 2 0 8 10 Midday I 1 0 4 5	ACTION V Peak Hour Out*0 2 0 8 10 ACTION V Peak Hour 0 8 10 0ut*0 1 0 4 5 ACTION V	EHICLE T Weekc Total 10 0 8 EHICLE T Weekc Total 5 0 4 9 9	RIPS ay PM Per ay PM Per 7 7 0 4 11 11 11 11 11 11 11 11 11 11 11 11 1	ak Hour Out ¹⁰ 3 0 4 7 sk Hour Out ¹⁰ 2 0 2 0 2 4	Saturday Total 6 0 18 25 Saturday Total 3 0 10	Midday P In ¹⁹ 3 0 10 10 14 Midday P In ¹⁹ 2 0 5	Out ¹⁰ 3 0 8 11 1 Peak Hour 2 0 4 6	Weekd Total 9 -3 2 9 Weekd Total 5 0 -3 2	ay AM Pec 1 -2 1 0 ay AM Pec 1 0 -2 -2 -2	ak Hour Out ^{so} 8 0 1 9 9 ak Hour Out ^{so} 4 0 -1 3	Weekday Total 5 -1 10 14 Weekday Total 2 0 -2 0 0 0	Midday I P 10 10 10 10 10 10 10 10 10 10 10 10 10	ENTAL VI Out ⁵⁹ 2 0 5 7 7 ENTAL VI Peak Hou Out ¹⁰ 1 1 0 1	HICLE TI Week Total 10 -3 5 13 13 HICLE TI Week Week 0 -4 1 HICLE TI	iay PM Pe In ¹⁹ 7 0 3 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	ak Hour Out ¹⁰ 3 -2 3	Total 6 0 12 18 Saturday Total 3 0 -2 2	In ⁵⁰ 3 0 7 10 Midday I 10 0 10 0 -1	Out ¹⁰ 3 0 5 8 0 0 2 0 -1 1 1
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	Total 0 1 4 Weekd 0 0 0 5 5 5	In ⁶⁹ 0 2 1 3 3 ay AM Pee In ⁶⁹ 0 0 3 3 3 3	Out ¹⁰ 0 1 sk Hour out ¹⁰ 0 0 0 2 2	Total 0 1 5 6 Weekday Total 0 0 0 0 0 10 10	Midday P In ¹⁰ 0 0 3 NO Midday P Midday P S 5 NO	Peak Hour Out ¹⁰ 0 0 0 0 3 ACTION V Peak Hour 0ut ¹⁰ 0 0 0 0 0 0 0 0 0 0 0 0 0 5 ACTION V	Veekd Total 0 3 3 3 CEHICLE T VEHICLE T Total 0 0 0 8 VEHICLE T	ay PM Pe In ¹⁰ 0 1 2 RIPS ay PM Pe 0 0 0 1 2 RIPS 3 RIPS 3 RIPS	Out ¹⁰ 2 1 4 ak Hour 0 0 5 5 5	Total 0 0 0 6 6 Saturday Total 0 0 11 11	in ¹⁰ 0 0 3 4 in ¹⁰ 0 0 6 6	Out ¹⁰ 0 0 3 3 3 Peak Hour 0 0 0 5 5	Total 9 0 3 13 Weekd Total 5 0 2 7	ay AM Pee 1 0 2 3 3 sy AM Pee 1 0 1 0 1 1 0 1 1 0 1 2 2 2 2 2 2 2 2 2	ak Hour Out ¹⁰ 2 9 ak Hour Out ¹⁰ 4 0 1 5	Weekday Total 5 0 15 20 Weekday Total 2 0 8 10	NO V Midday I In ¹⁰ 2 0 8 10 Midday I 10 In ¹⁰ 1 0 4 5 NO	ACTION V Peak Hour Out*0 2 0 8 10 ACTION V Peak Hour 0 8 10 0ut*0 1 0 4 5 ACTION V	EHICLE T Weekc Total 10 0 8 EHICLE T Weekc Total 5 0 4 9 9	RIPS ay PM Pec in ¹⁶ 7 0 4 4 11 11 11 11 11 11 11 11 2 2 6 6 RIPS	ak Hour Out ¹⁰ 3 0 4 7 sk Hour Out ¹⁰ 2 0 2 0 2 4	Saturday Total 6 0 18 25 Saturday Total 3 0 10	Midday P In ¹⁹ 3 0 10 10 14 Midday P In ¹⁹ 2 0 5 5	Out ¹⁰ 3 0 8 11 1 Peak Hour 2 0 4 6	Weekd Total 9 -3 2 9 Weekd Total 5 0 -3 2	ay AM Pe In ¹⁹ 1 -2 1 0 0 In ¹⁹ 1 0 -2 -2 -2 -2	ak Hour Out ^{so} 8 0 1 9 9 ak Hour Out ^{so} 4 0 -1 3	Weekday Total 5 -1 10 14 Weekday Total 2 0 -2 0 NC	Midday I P 10 10 10 10 10 10 10 10 10 10 10 10 10	ENTAL VI Out ⁵⁹ 2 0 5 7 7 ENTAL VI Peak Hou Out ¹⁰ 1 1 0 1	HICLE TI Week Total 10 -3 5 13 13 HICLE TI Week Week 0 -4 1 HICLE TI	iay PM Pe In ¹⁶ 7 0 3 9 In ¹⁶ 9 In ¹⁶ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ak Hour Out ¹⁰ 3 -2 3	Total 6 0 12 18 Saturday Total 3 0 -2 2	In ¹⁹ 3 0 7 10 10 In ¹⁹ 2 0 -1 1	Out ¹⁰ 3 0 5 8 Peak Hou 0ut ¹⁰ 2 0 -1 1
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #28	Total 0 3 1 4 Weekd 0 5 Weekd	In ⁶⁹ 0 2 1 1 3 4 4 4 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Out ¹⁰ 0 1 ak Hour Out ¹⁰ 2 ak Hour	Total 0 1 5 6 Weekday Total 0 0 0 10 10	Midday P in ¹⁶ 0 0 3 Midday P Midday P Midday P	Peak Hour Out ¹⁰ 0 0 3 ACTION V Peak Hour Out ¹⁰ 0 2 Peak Hour 0 0 5 ACTION V Peak Hour 0	Veekd	ay PM Pe In ¹⁰ 0 0 1 2 RIPS ay PM Pe 0 0 3 RIPS ay PM Pe	Out*0 0 2 1 4 out*0 0 0 0 0 0 0 0 0 5 ak Hour	Total 0 0 6 6 Saturday 0 0 11 11	In ¹⁰ 0 0 3 4 V Midday F 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out ¹⁰ 0 3 3 Peak Hour 0 0 5 Peak Hour	Total 9 0 3 13 3 Weekd 5 0 2 7 Weekd	ay AM Pe In ¹⁰ 2 3 ay AM Pe 1 0 1 1 2 2 ay AM Pe	ak Hour Out ¹⁰ 8 0 2 9 9 ak Hour 0 ut ¹⁰ 4 0 1 5 s	Weekday Total 5 0 15 20 Weekday 2 0 8 0 8	NO P Midday I In ¹⁰ 2 0 8 10 Midday I 0 4 5 NO NO 4	ACTION V Peak Hour Out ¹⁰ 2 0 8 10 ACTION V Peak Hour 0 1 0 4 5 ACTION V Peak Hour	EHICLE T Weekc Total 10 0 8 EHICLE T 18 Weekc Total 5 0 4 9 EHICLE T Weekc	RIPS ay PM Pec 7 0 4 11 11 RIPS ay PM Pec 2 6 6 RIPS	ak Hour Out ¹⁰ 3 0 4 7 ak Hour Out ¹⁰ 2 0 2 4	Saturday Total 6 0 18 25 Saturday 7 0 10 13 Saturday	Midday P In ¹⁹ 3 0 10 14 Midday P 5 7 Midday P	Out ¹⁰ 3 0 8 11 11 0ut ¹⁰ 2 0 4 6	Weekd Total 9 -3 2 9 Weekd 5 0 -3 2 Weekd 2 Weekd	ay AM Pe In ¹⁹ 1 -2 1 0 ay AM Pe 1 -2 -2 -2 -2 ay AM Pe	ak Hour Out ⁴⁹ 8 0 1 9 9 9 ak Hour -1 3 3	Weekday Total 5 -f 10 14 NC Weekday Total 2 0 -2 0 NC Weekday	Midday I In ¹⁰ 2 0 5 7 7 INCREM Midday I 0 INCREM Midday I 0 INCREM	ENTAL VI Out ¹⁰ 2 0 5 7 Prake House 0ut ¹⁰ 7 Prake House 0ut ¹⁰ 1 0 -1 0 ENTAL VI Peak House 0 ENTAL VI	HICLE TI Veeku Total 10 -3 5 13 HICLE TI Weeku Total 5 0 -4 1 HICLE TI	iay PM Pe 0 0 0 0 0 0 0 0 0 0 0 0 0	ak Hour Out ¹⁹ 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 3 -3 -1 10N ak Hour	Total 6 0 12 18 Saturday 7 Otal 3 0 -2 2 Saturday	In ¹⁰ 3 0 7 10 10 Midday I 1 1 Midday I	Out ¹⁰ 3 0 5 8 Out ¹⁰ 1 2 0 -1 1
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #26 Land Use Land Use Land Use Land Use	Total 0 3 1 Weekd Total 0 0 5 Weekd Total Total	In ⁵⁹ 0 2 1 1 3 Say AM Pee 0 0 0 3 Say AM Pee 1 Say AM P	Out ¹⁰ 0 1 ak Hour 0 0 1	Total 0 1 5 6 Weekday 10 10 Weekday Total	Midday P In ¹⁰ 0 3 3 Midday P Midday P In ¹⁰ 0 0 0 10 0 <td>Peak Hour Out¹⁰ 0 3 3 ACTION 13 Peak Hour Out¹⁰ 0 5 ACTION 13 Peak Hour 0</td> <td>Veekd Total 0 3 3 3 5 VEHICLE T VEHICLE T VEHICLE T VEHICLE T VEHICLE T VEHICLE T</td> <td>ay PM Pe in ¹⁰ 0 1 2 RIPS ay PM Pe in ¹⁰ 0 3 3 RIPS ay PM Pe</td> <td>Out*0 2 1 4 ak Hour 0 0 5 5 ak Hour* Out*0 0 0 0 0 0 0 5</td> <td>Total O O O O O O O O O O O O O O O O O O O</td> <td>In¹⁰ 0 0 3 4 In¹⁰ 0 0 0 3 4 In¹⁰ 0 0 6 6 In¹⁰ In¹⁰ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Out⁰ 0 3 3 Peak Hour 0 0 0 5 5 Peak Hour</td> <td>Total 9 0 3 13 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Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #25 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #26 Land Use RESIDENTIAL / HOTEL	Total 0 3 1 4	In ⁵⁹ 0 2 1 3 3 isy AM Pet 0 0 0 3 3 ay AM Pet 1	Out ¹⁰ 0 1 ak Out ¹⁰ 0 2 ak Out ¹⁰ 0 0	Total 0 1 5 6 0 Total 0 0 0 10 0 10 Total 3 3	Midday P In ¹⁰ 0 3 3 Midday P In ¹⁰ 0 0 <t< td=""><td>Peak Hour Out*0 0 0 3 3 ACTION V Peak Hour Out*0 0</td><td>Veekdd Total 3 3 5 VEHICLE T Veekdd 0 0 8 8 Veekdd 7 0 8 8 Veekdd 7 0 0 7 0 8 8</td><td>ay PM Pe In¹⁰ 0 0 1 2 RIPS ay PM Pe In¹⁰ 0 0 3 RIPS ay PM Pe 5 5</td><td>Out¹⁰ 2 1 4 ak Hour 0 0 5 sk Hour 0</td><td>Total 0 0 6 6 7 7 7 7 7 11 11 5</td><td>In¹⁰ 0 0 3 4 1 In¹⁰ 0 0 6 6 6 In¹⁰ 2</td><td>Out® 0 3 3 Peak Hour 0</td><td>Total 9 9 0 3 3 113 Weekd 5 0 2 7 Weekd Total 13 13 13</td><td>ay AM Pe In¹⁰ 1 0 2 3 ay AM Pe 1 0 1 0 1 2 ay AM Pe 1 0 1 2 ay AM Pe 2 2</td><td>ak Hour Out¹⁰ 8 0 2 9 Sk Hour Out¹⁰ 1 S ak Hour 1 1 1 1 1 1 1 1 1</td><td>Weekday Total 5 0 15 20 Weekday 7 0 8 0 8 0 8 0 0 8 0 7 0 8</td><td>NO Midday I In¹⁹ 2 0 8 10 Midday I 10 Midday I 10 Midday I 10 NO 4 5 NO Midday I 1 0 4 5 NO Midday I</td><td>ACTION V Peak Hour Out¹⁰ 2 0 8 10 ACTION V Peak Hour Out¹⁰ 8 10 ACTION V Peak Hour 0ut¹⁰ 4 S ACTION V Peak Hour 0ut¹⁰ 3</td><td>EHICLE T Weekc Total 10 0 8 8 18 EHICLE T Weekc Total 9 EHICLE T Weekc Total</td><td>RIPS ay PM Pe: in¹⁰ 7 0 4 11 RIPS ay PM Pe: in¹⁰ 4 0 2 6 RIPS ay PM Pe: in¹⁰ 10</td><td>ak Hour Out¹⁰ 3 0 4 7 sk Hour Out¹⁰ 2 0 2 4 ak Hour Out¹⁰ 4</td><td>Saturday Total 6 0 18 Saturday Total 10 10 13 Saturday Total 9</td><td>Midday P In¹⁹ 3 0 10 14 Midday P In¹⁹ 2 0 5 7 Midday P In¹⁹ 5</td><td>Out¹⁰ 3 0 8 11 1 Peak Hour 2 0 4 6 6 6 5 5</td><td>Weekd Total 9 -3 2 9 Weekd Total 7 0 -3 2 2 Weekd Total 7 0</td><td>ay AM Pe- In ¹⁹ 1 -2 1 0 0 In ¹⁹ I 0 -2 In ¹⁹ -2 -2 -2 In ¹⁹ 1 1 0 -2 In ¹⁹ -2 -2 In ¹⁹ 1 1 -2 -2 In ¹⁹ -2 -2 -2 In ¹⁹ -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2</td><td>ak Hour Out⁹ 8 0 1 1 9 9 ak Hour Out⁹ 4 0 -1 3 3 ak Hour 0 0 t⁹ 6 6</td><td>Weekday Total 5 -1 10 14 Weekday Total 2 0 -2 0 Weekday Total 3</td><td>Midday I In¹⁰ 2 0 5 5 7 NCREM Midday I In¹⁰ 1 0 -1 1 0 1 NCREM Midday I In¹⁰ 2</td><td>ENTAL V/ Peak Hou Out¹⁰ 2 0 5 7 ENTAL V/ Peak Hou Out¹⁰ 1 0 ENTAL V/ 0 ENTAL V/ Out¹⁰ 2 0 ENTAL V/ Qut¹⁰ 2</td><td>HICLE TI Weekk Total 10 -3 5 13 Total 13 Weekk Total 1 HICLE TI Weekk Total 7</td><td>iay PM Pe In¹⁰ 7 0 3 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10</td><td>ak Hour Out⁹ 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 -2</td><td>Total 6 0 12 18 Saturday Total 3 0 -2 2 Saturday Total 5 5</td><td>In⁵⁹ 3 0 7 10 Midday I 1 1 Midday I 1 1 Midday 2 0 -1 1</td><td>Out10 3 0 5 8 0 Peak Hour 0 1 1 Peak Hour 1 Peak Hour 0</td></t<>	Peak Hour Out*0 0 0 3 3 ACTION V Peak Hour Out*0 0	Veekdd Total 3 3 5 VEHICLE T Veekdd 0 0 8 8 Veekdd 7 0 8 8 Veekdd 7 0 0 7 0 8 8	ay PM Pe In ¹⁰ 0 0 1 2 RIPS ay PM Pe In ¹⁰ 0 0 3 RIPS ay PM Pe 5 5	Out ¹⁰ 2 1 4 ak Hour 0 0 5 sk Hour 0	Total 0 0 6 6 7 7 7 7 7 11 11 5	In ¹⁰ 0 0 3 4 1 In ¹⁰ 0 0 6 6 6 In ¹⁰ 2	Out® 0 3 3 Peak Hour 0	Total 9 9 0 3 3 113 Weekd 5 0 2 7 Weekd Total 13 13 13	ay AM Pe In ¹⁰ 1 0 2 3 ay AM Pe 1 0 1 0 1 2 ay AM Pe 1 0 1 2 ay AM Pe 2 2	ak Hour Out ¹⁰ 8 0 2 9 Sk Hour Out ¹⁰ 1 S ak Hour 1 1 1 1 1 1 1 1 1	Weekday Total 5 0 15 20 Weekday 7 0 8 0 8 0 8 0 0 8 0 7 0 8	NO Midday I In ¹⁹ 2 0 8 10 Midday I 10 Midday I 10 Midday I 10 NO 4 5 NO Midday I 1 0 4 5 NO Midday I	ACTION V Peak Hour Out ¹⁰ 2 0 8 10 ACTION V Peak Hour Out ¹⁰ 8 10 ACTION V Peak Hour 0ut ¹⁰ 4 S ACTION V Peak Hour 0ut ¹⁰ 3	EHICLE T Weekc Total 10 0 8 8 18 EHICLE T Weekc Total 9 EHICLE T Weekc Total	RIPS ay PM Pe: in ¹⁰ 7 0 4 11 RIPS ay PM Pe: in ¹⁰ 4 0 2 6 RIPS ay PM Pe: in ¹⁰ 10	ak Hour Out ¹⁰ 3 0 4 7 sk Hour Out ¹⁰ 2 0 2 4 ak Hour Out ¹⁰ 4	Saturday Total 6 0 18 Saturday Total 10 10 13 Saturday Total 9	Midday P In ¹⁹ 3 0 10 14 Midday P In ¹⁹ 2 0 5 7 Midday P In ¹⁹ 5	Out ¹⁰ 3 0 8 11 1 Peak Hour 2 0 4 6 6 6 5 5	Weekd Total 9 -3 2 9 Weekd Total 7 0 -3 2 2 Weekd Total 7 0	ay AM Pe- In ¹⁹ 1 -2 1 0 0 In ¹⁹ I 0 -2 In ¹⁹ -2 -2 -2 In ¹⁹ 1 1 0 -2 In ¹⁹ -2 -2 In ¹⁹ 1 1 -2 -2 In ¹⁹ -2 -2 -2 In ¹⁹ -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	ak Hour Out ⁹ 8 0 1 1 9 9 ak Hour Out ⁹ 4 0 -1 3 3 ak Hour 0 0 t ⁹ 6 6	Weekday Total 5 -1 10 14 Weekday Total 2 0 -2 0 Weekday Total 3	Midday I In ¹⁰ 2 0 5 5 7 NCREM Midday I In ¹⁰ 1 0 -1 1 0 1 NCREM Midday I In ¹⁰ 2	ENTAL V/ Peak Hou Out ¹⁰ 2 0 5 7 ENTAL V/ Peak Hou Out ¹⁰ 1 0 ENTAL V/ 0 ENTAL V/ Out ¹⁰ 2 0 ENTAL V/ Qut ¹⁰ 2	HICLE TI Weekk Total 10 -3 5 13 Total 13 Weekk Total 1 HICLE TI Weekk Total 7	iay PM Pe In ¹⁰ 7 0 3 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	ak Hour Out ⁹ 3 -2 3 -2 3 -2 3 -2 3 -2 3 -2 -2	Total 6 0 12 18 Saturday Total 3 0 -2 2 Saturday Total 5 5	In ⁵⁹ 3 0 7 10 Midday I 1 1 Midday I 1 1 Midday 2 0 -1 1	Out10 3 0 5 8 0 Peak Hour 0 1 1 Peak Hour 1 Peak Hour 0



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

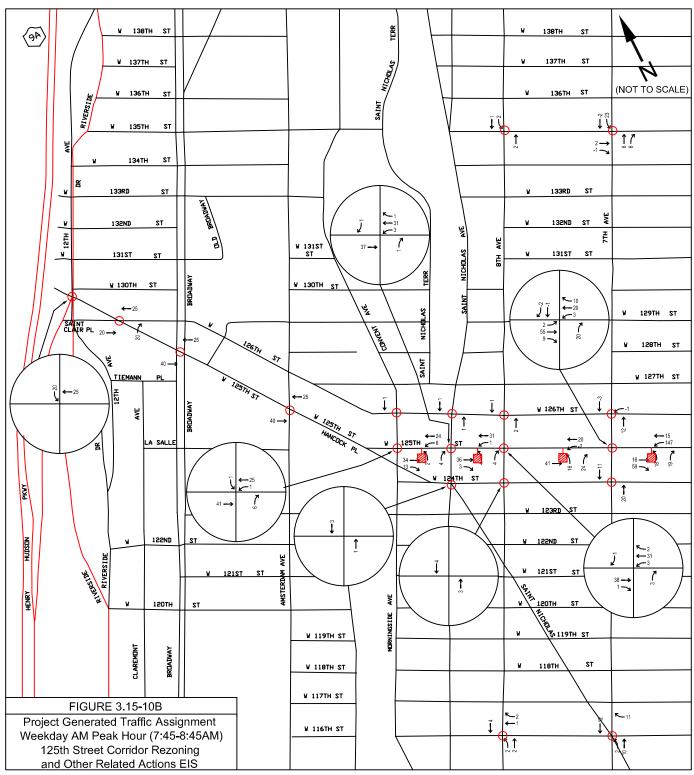
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

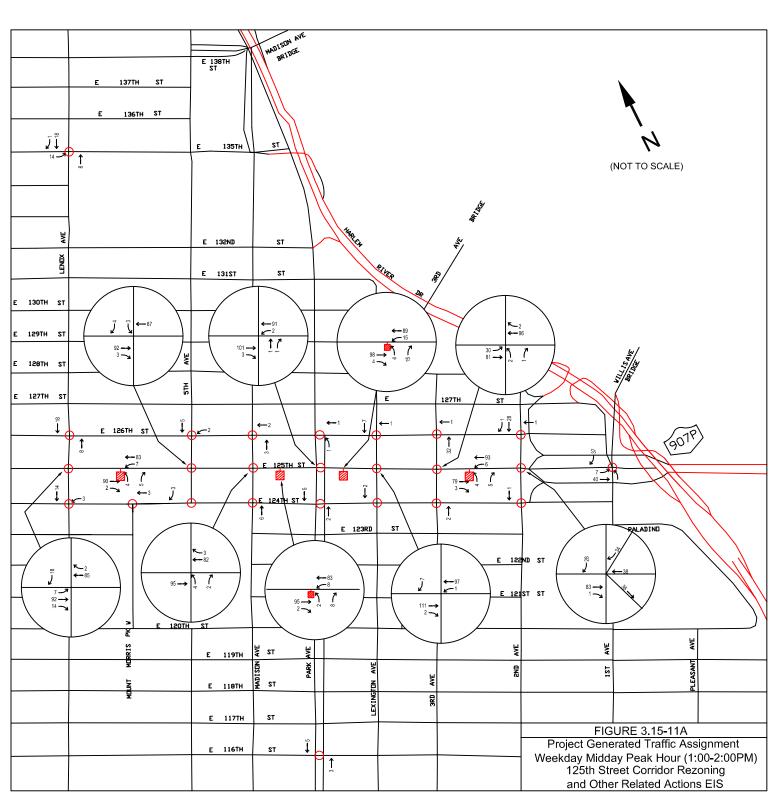
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

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W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

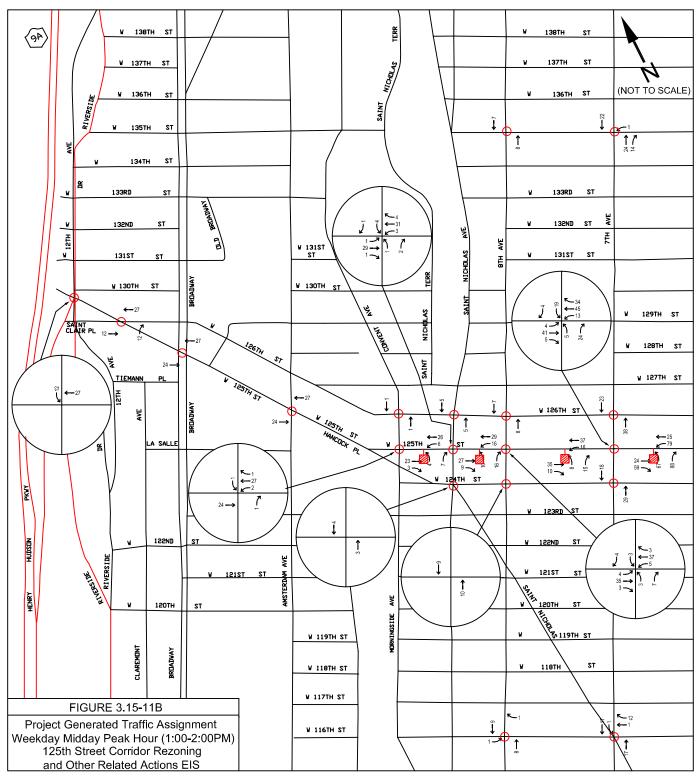


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

Sub-Area Centroid

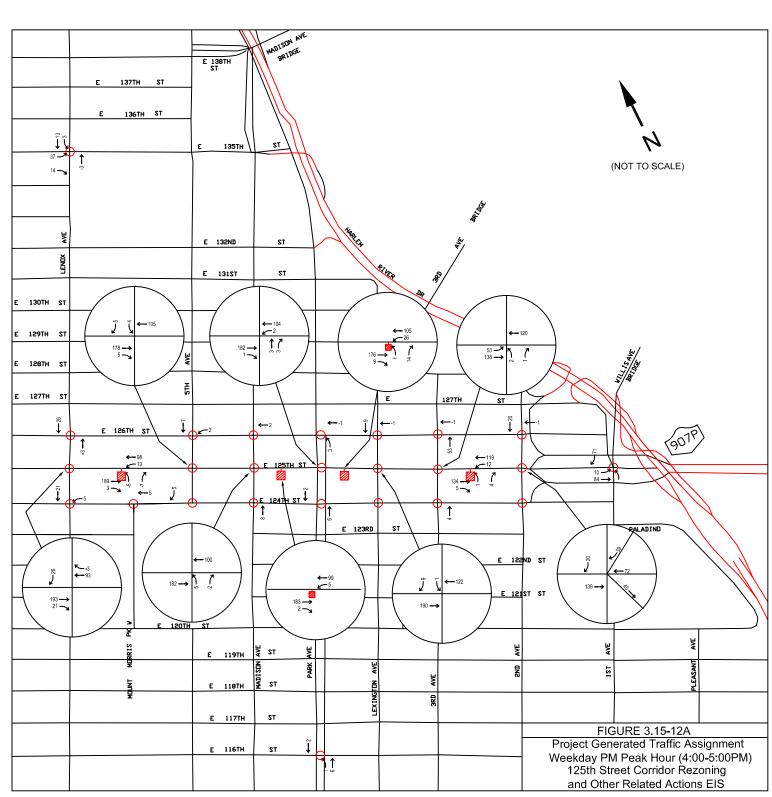


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

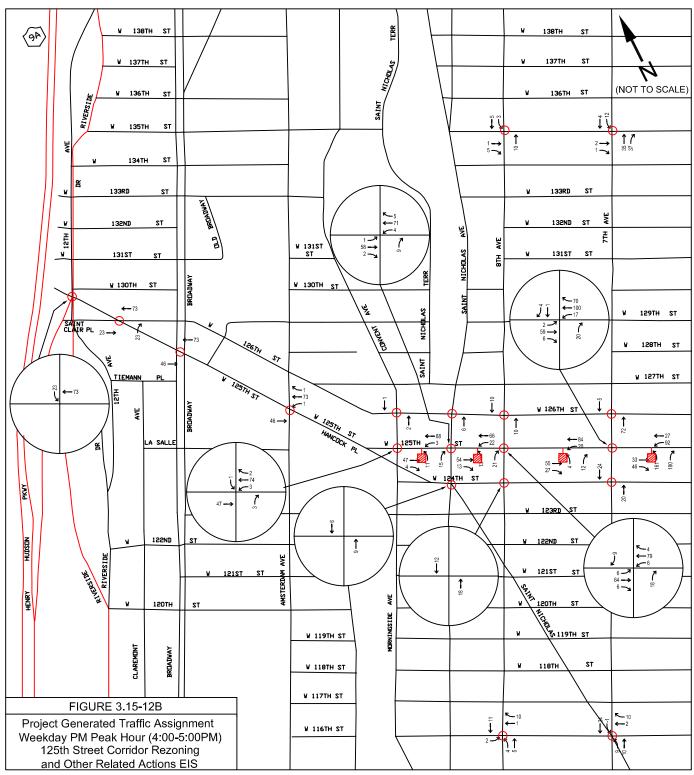


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

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- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns
- -Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

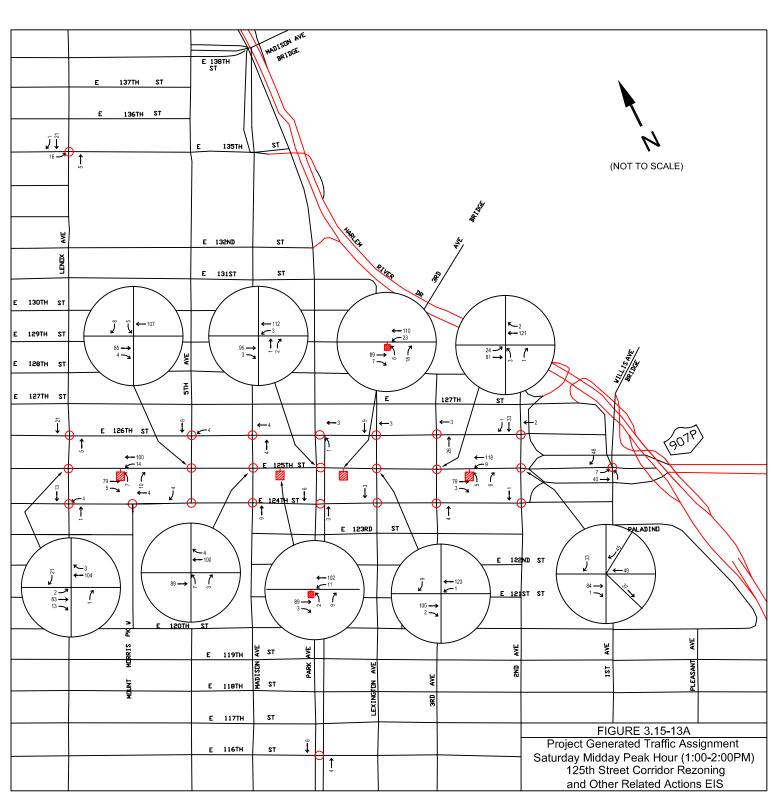
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

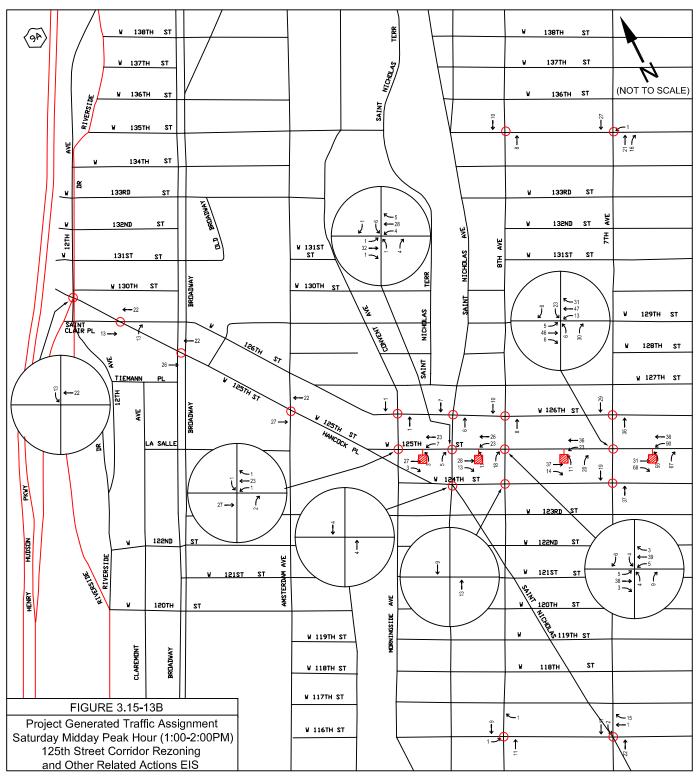


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

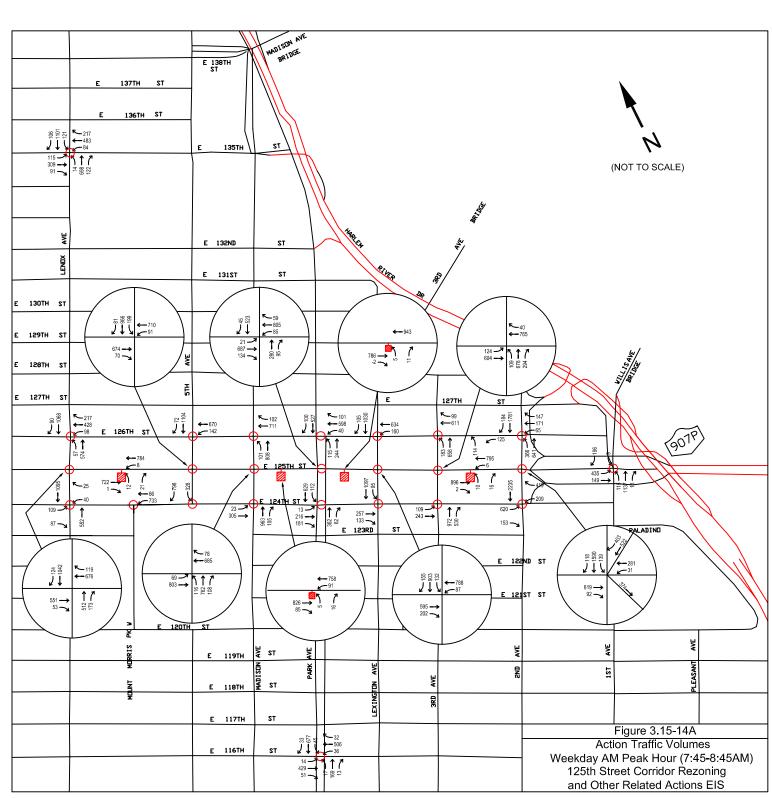
Sub-Area Centroid

Capacity Analysis and Determination of Traffic Impacts

Based on the Action condition traffic volumes shown in Figures 3.15-14 through 3.15-17, intersection capacity analyses were conducted according to the *HCM* methodologies. According to the thresholds established in the *CEQR Technical Manual*, the following situations represent significant traffic impacts:

- 1) A No-Action LOS "A", "B" or "C" that deteriorates to mid-LOS "D" or worse under the Action condition is considered significant. (The *CEQR Technical Manual* further states that for a No-Action LOS "A", "B" or "C", which declines to mid-LOS "D" or worse under the Action condition, mitigation to mid-LOS "D" is required.)
- 2) For a No-Action mid-LOS "D", an increase of five or more seconds of delay in a lane group under the Action condition is considered significant.
- 3) For No-Action LOS "E", an increase of four or more seconds of delay in a lane group under the Action condition is considered significant.
- 4) For No-Action LOS "F", an increase of three or more seconds of delay in a lane group under the Action condition is considered significant. However, if the delay exceeds 120 seconds under the No-Action condition, an increase of 1.0 second in delay is considered significant, unless the proposed action would generate fewer than five vehicles through that lane group during the peak hour under consideration.

Table 3.15-7 compares the results of the traffic analyses under year 2017 Action and No-Action conditions during each peak hour, and notes (with a "yes" under the "Impact?" column) any movements or approaches that are projected to experience a significant traffic impact based on the *CEQR* criteria described above. As shown in Table 3.15-7, there would be $\underline{9}$ intersections during the weekday AM peak hour, $\underline{8}$ intersections during the weekday midday peak hour, 17 intersections during the weekday PM peak hour, and 16 intersections during the Saturday midday peak hour with one or more significantly adversely impacted movements. These significant adverse impacts are described in more detail below.



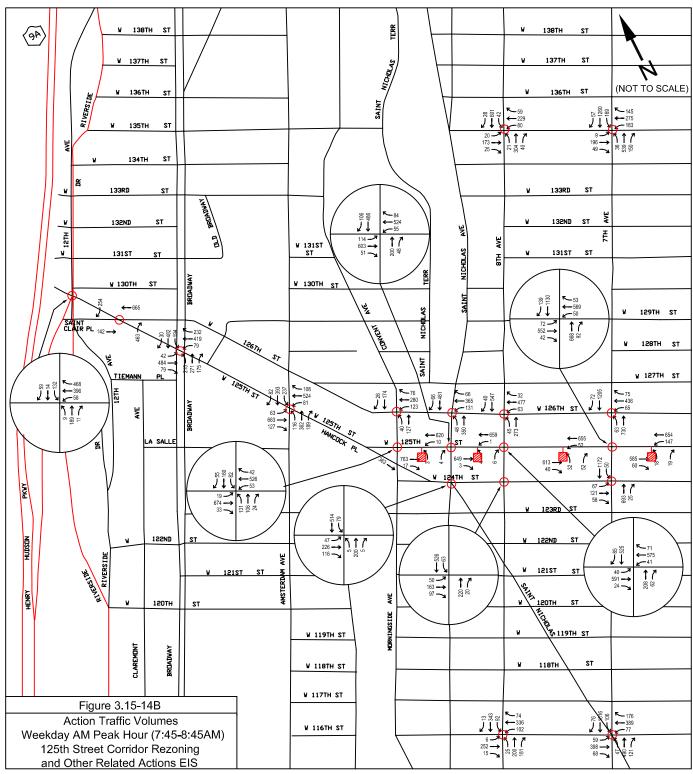
All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

- W.125th Street and Adam C. Powell Jr. Boulevard no northbound and southbound left-turns
- W.125th Street and Fredrick Douglass Boulevard no northbound and southbound left-turns
- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns

-Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

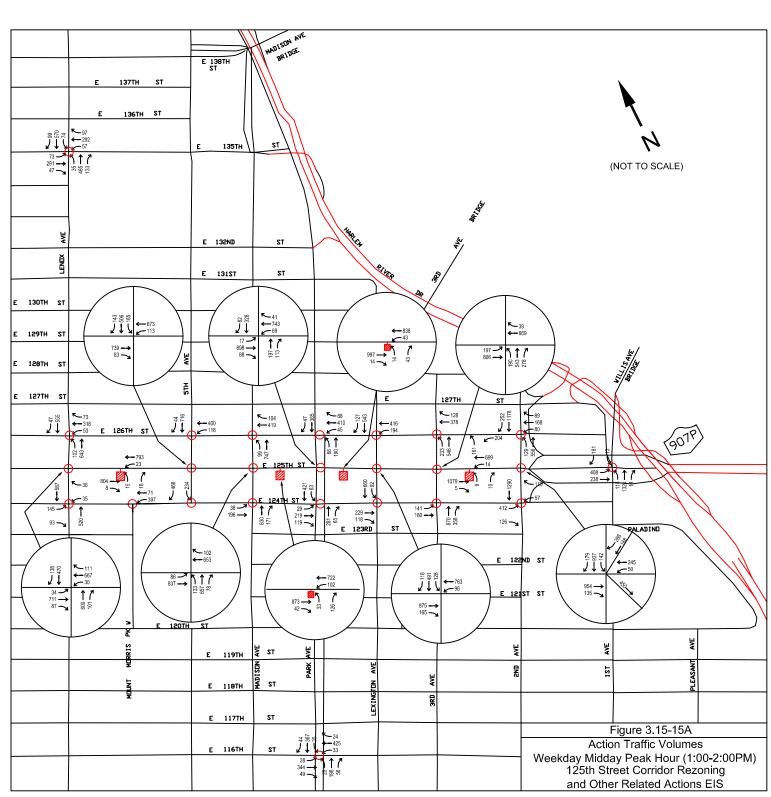
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

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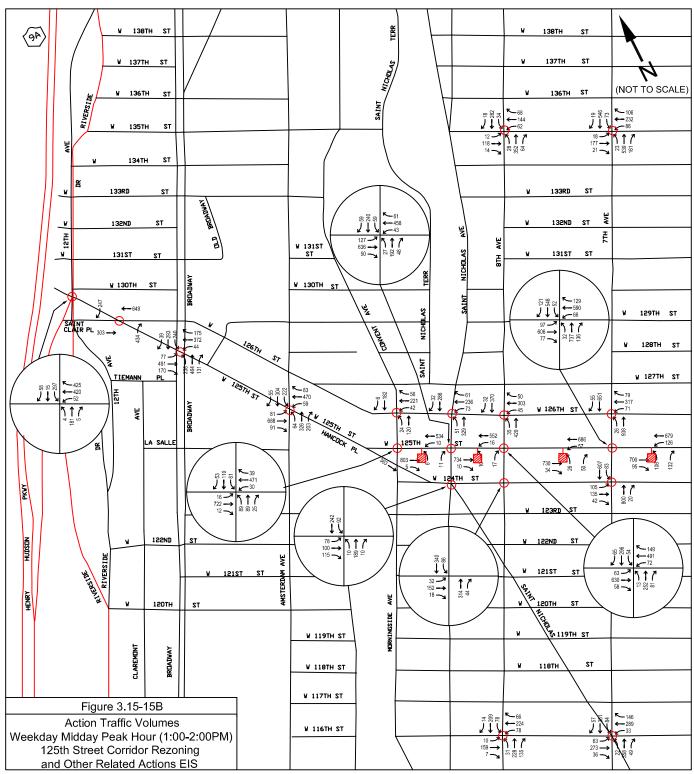


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

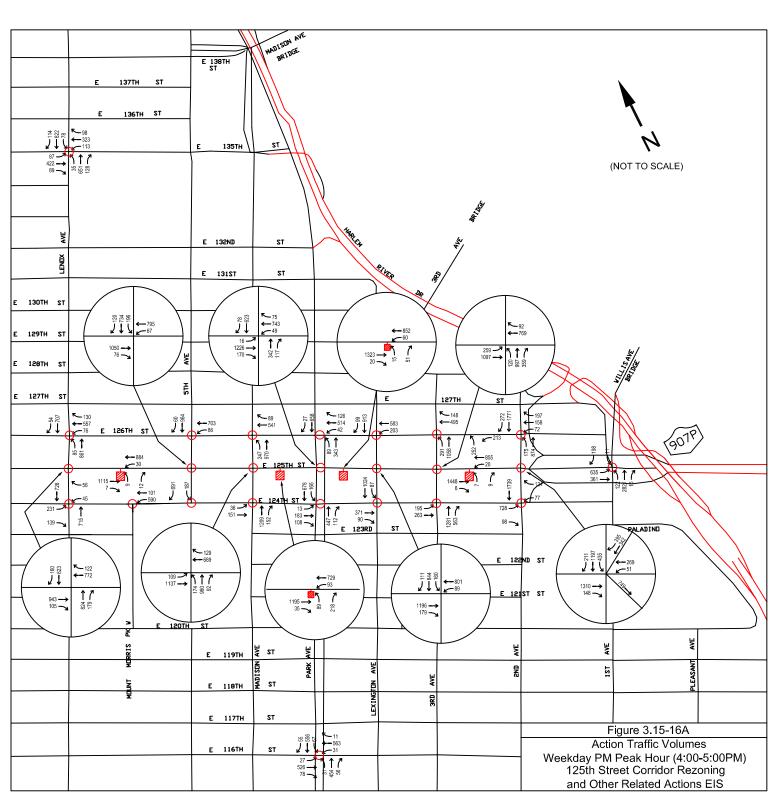


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

Sub-Area Centroid



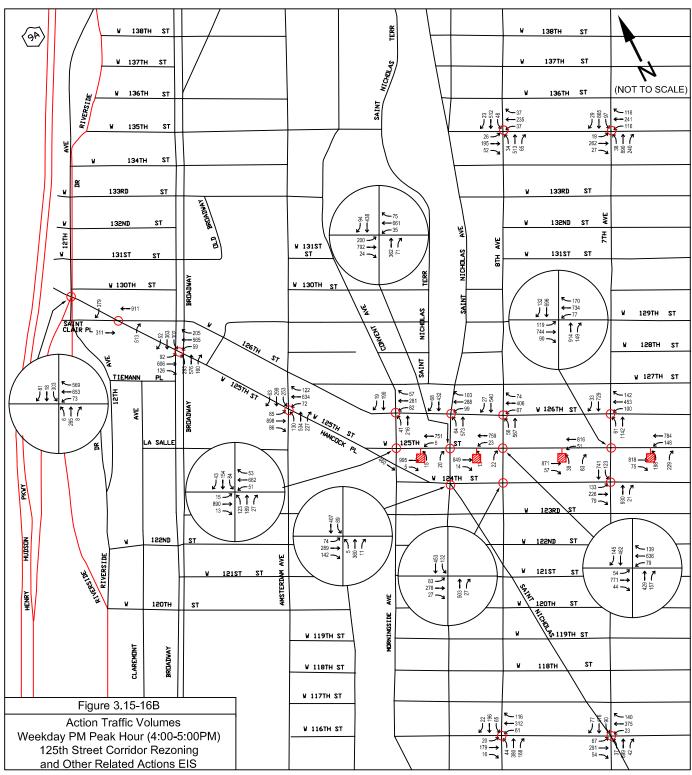
All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

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- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns

-Sub-Area Centroid

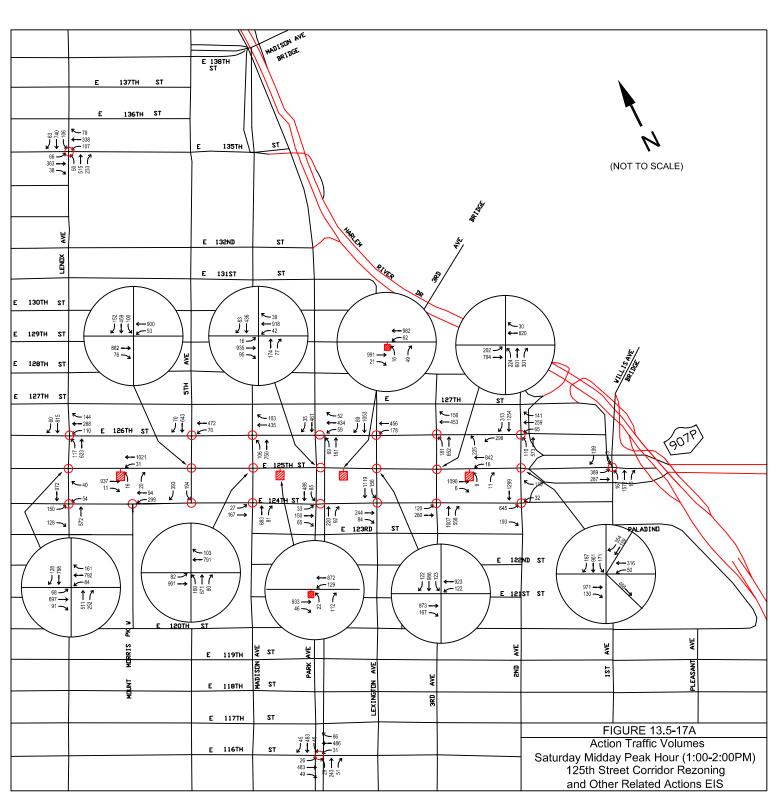


All vehicle trips rounded to the nearest one (1) vehicle.

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- -Sub-Area Centroid

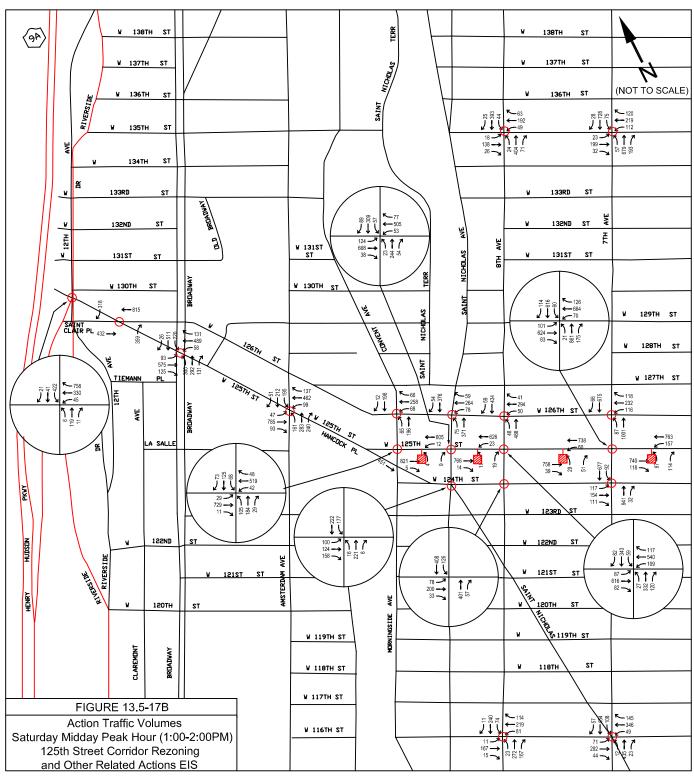


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-Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

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W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

					Weekd	ay AM Pe	eak Hour	(7:45-8:45	AM)			Week	day MD F	eak Hou	r (1:00-2:00	PM)	
				201	7 NO ACTI			017 ACTIO	,		20 ⁻	17 NO ACTI	•	1	017 ACTIO		
No	Intersection	Approach	Movement	v/c	Avgerage Control	LOS	v/c	Avgerage Control	LOS	Impact?	v/c	Avgerage Control	LOS	v/c	Avgerage Control	LOS	Impact?
					Delay			Delay				Delay			Delay	_	
				1	[]	SI	GNALIZI	ED INTERS	ECTION	IS	1			1	1		
			LTR				1.09	97.0	F		0.69	31.1	С	0.86	42.9	D	
		EB	DefL	1.11	147.8	F											
			TR	0.87	47.2	D											
	West 135 th Street	WB	LTR	1.02	66.1	E	1.14	106.8	F	yes	0.73	32.3	С	0.75	33.3	С	
1	and Lenox Avenue	NB	L	0.22	14.8	В	0.23	15.4	В		0.19	11.7	В	0.19	11.9	В	
			TR	0.58	15.4	В	0.59	15.4	В		0.45	13.4	В	0.45	13.3	B	
		SB	L TR	0.59 0.77	24.5 19.8	C B	0.59 0.79	24.7 20.3	C C		0.30	13.8 13.5	B	0.30	13.8 13.7	B	
		Ov	erall	0.77	36.9	D	0.79	50.3	D		0.40 0.57	20.7	c	0.47	23.3	C	
		EB	LTR	0.57	28.8	C	0.52	28.8	C		0.50	27.0	c	0.50	27.0	C	
			L	0.88	64.1	E	0.88	64.1	E		0.44	28.3	c	0.44	28.4	c	
	•••• • · · - ••	WB	TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
	West 135 th Street and Adam C.	NB	LTR	0.48	13.6	В	0.49	13.8	В		0.45	13.3	В	0.48	13.6	В	
2	Powell Jr.		DefL														
	Boulevard	SB	TR														
			LTR	0.88	24.3	С	0.91	26.8	С		0.35	12.0	В	0.36	12.1	В	
		Ov	erall	0.92	30.2	С	0.94	31.3	С		0.60	20.6	С	0.62	20.5	С	
		EB	LTR	0.73	27.8	С	0.43	27.8	С		0.23	25.1	С	0.23	25.1	С	
	West 135 th Street	WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	Е	0.96	73.9	Е	
3	and Frederick Douglass	NB	LTR	0.29	9.2	А	0.29	9.3	А		0.33	9.6	А	0.34	9.6	А	
	Boulevard	SB	LTR	0.45	10.9	В	0.46	10.9	В		0.24	8.8	Α	0.25	8.9	Α	
		Ov	erall	0.68	33.9	С	0.69	33.9	С		0.54	25.6	С	0.54	25.6	С	
		WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	С	0.53	32.5	С	
_	East 126 th Street	NB	L	1.06	98.6	F	1.06	98.6	F		0.48	37.2	D	0.48	37.2	D	
4	and 2 nd Avenue		T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR erall	0.67	23.5	C	0.69	23.7	C D		0.45	20.3	C	0.45	20.4	C	
		WB	TR	0.76	39.9 28.7	D C	0.77 0.69	39.8 28.6	C		0.61	36.0 23.6	D	0.61 0.43	35.8 23.6	D C	
5	East 126 th Street	NB	LT	0.70	11.4	В	0.09	11.5	В		0.42	11.2	В	0.43	11.3	В	
Ŭ	and 3 rd Avenue		erall	0.46	19.0	B	0.46	18.9	в		0.33	15.7	B	0.34	15.6	в	
		WB	LT	1.14	174.1	F	1.14	171.4	F		1.14	111.3	F	1.14	112.0	F	
6	East 126 th Street and Lexington	SB	TR	0.73	19.9	В	0.73	20.0	В		0.51	14.3	В	0.52	14.3	В	
	Avenue	Ov	erall	0.90	83.7	F	0.89	82.3	F		0.75	59.7	Е	0.76	59.8	Е	
		WB	LTR	0.98	75.6	E	0.97	72.4	E		0.78	36.7	D	0.79	36.8	D	
			DefL	0.38	12.7	В	0.38	12.7	В								
	East 126 th Street	NB	Т	0.35	10.7	В	0.35	10.7	В								
7	and Park Avenue		ТН								0.22	9.1	А	0.22	9.1	А	
		SB	TR	0.42	10.9	В	0.42	10.9	В		0.26	9.3	А	0.26	9.3	А	
		Ov	erall	0.61	37.2	D	0.61	35.8	D		0.44	21.6	С	0.44	21.6	С	
	East 126 th Street	WB	TR	0.85	35.9	D	0.84	35.5	D		0.56	26.1	С	0.56	26.1	С	
8	and Madison	NB	LT	0.61	15.8	В	0.61	15.8	В		0.55	14.7	В	0.55	14.7	В	
	Avenue	Ov	erall	0.70	25.5	с	0.70	25.2	С		0.55	19.2	В	0.55	19.2	в	
		WB	LT	1.08	84.4	F	1.07	81.3	F		0.87	43.0	D	0.88	43.3	D	
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					Weekd	ay AM P	eak Houi	r (7:45-8:45	AM)			Week	day MD F	eak Hou	r (1:00-2:00	PM)	
				201	7 NO ACTI	ON	2	017 ACTIO	N		20 ⁻	17 NO ACT	ION	2	017 ACTIO	N	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
9	126 th Street and 5 th Avenue	SB	TR	0.80	21.3	С	0.80	21.0	С		0.50	14.1	В	0.51	14.1	В	
	5 Avenue	Ov	rerall	0.92	47.0	D	0.91	45.6	D		0.65	26.1	С	0.65	26.2	С	
		WB	LTR	0.98	51.8	D	0.99	52.5	D		0.69	25.5	С	0.69	25.8	С	
			L	0.74	66.3	Е	0.74	66.3	Е		0.58	30.0	С	0.60	31.6	С	
10	West 126 th Street	NB	т	0.44	18.3	В	0.44	18.3	В		0.46	18.6	В	0.46	18.5	В	
	and Lenox Avenue	SB	TR	0.99	48.2	D	1.03	59.1	Е	yes	0.47	18.8	В	0.48	19.0	В	
		Ov	rerall	0.99	42.6	D	1.01	47.8	D		0.63	21.1	С	0.65	21.4	С	
	the state of the s	WB	LTR	0.73	28.7	С	0.73	28.7	С		0.56	26.3	С	0.56	26.4	С	
	West 126 th Street and Adam C.	NB	LT	0.54	16.2	В	0.55	16.3	В		0.44	13.0	В	0.47	13.3	В	
11	Powell Jr.	SB	TR	0.58	16.5	В	0.58	16.4	В		0.32	11.7	В	0.33	11.8	В	
	Boulevard	Ov	erall	0.65	19.5	В	0.65	19.5	в		0.49	15.6	в	0.50	15.7	в	
	West 100 th Office	WB	LTR	0.96	53.5	D	0.96	53.5	D		0.78	36.0	D	0.78	36.0	D	
4.5	West 126 th Street and Frederick	NB	LT	0.31	14.0	В	0.31	14.0	В	İ	0.34	12.1	В	0.35	12.1	В	
12	Douglass	SB	TR	0.45	15.5	В	0.45	15.5	В	İ	0.27	11.3	В	0.27	11.4	В	
	Boulevard	Ov	erall	0.67	30.2	С	0.67	30.2	С		0.51	20.0	В	0.51	19.9	В	
		WB	LTR	0.96	51.0	D	0.96	51.0	D		0.79	32.4	С	0.79	32.6	С	
40	West 126 th Street	NB	LT	0.87	41.0	D	0.87	41.2	D		0.70	26.8	С	0.71	27.2	С	
13	and St. Nicholas Avenue	SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	С	0.54	21.5	С	
		Ov	erall	0.92	43.9	D	0.92	44.0	D		0.74	27.1	С	0.75	27.4	С	
		WB	LTR	1.06	87.9	F	1.06	87.9	F		0.89	56.7	E	0.89	56.7	E	
11	West 126 th Street	NB	LT	0.14	8.0	А	0.14	8.0	А		0.11	7.8	Α	0.11	7.9	Α	
14	and Morningside Avenue	SB	TR	0.29	9.6	А	0.29	9.7	А		0.27	9.5	А	0.27	9.5	А	
		Ov	erall	0.56	50.7	D	0.56	50.6	D		0.47	30.9	С	0.47	30.8	С	
		EB	LT	0.64	24.8	С	0.66	25.9	С		0.61	24.4	С	0.66	25.5	С	
15	East 125 th Street	NB	L	0.21	13.3	В	0.21	13.2	В		0.22	13.4	В	0.22	13.4	В	
15	and 1 st Avenue	ND	TR	0.37	14.1	В	0.37	14.1	В		0.41	14.6	В	0.41	14.6	В	
		Ov	erall	0.47	17.3	В	0.49	17.9	В		0.50	17.6	В	0.52	18.1	В	
		EB	TR	0.66	32.8	С	0.70	34.0	С		0.72	27.7	С	0.78	29.5	С	
		WB	LT	1.16	121.7	F	1.28	170.7	F	yes	0.92	50.9	D	1.07	88.6	F	yes
16	East 125 th Street	SB	LTR	0.81	31.7	С	0.84	32.7	С		0.65	33.3	С	0.67	33.9	С	
	and 2 nd Avenue	RAMP (SB)	TR	1.09	218.2	F	1.11	227.0	F	yes	0.69	37.7	D	0.75	39.9	D	
		Ov	erall	*	*	*	*	*	*		*	*	*	*	*	*	
			LT	1.16	115.4	F	1.32	184.5	F	yes	1.60	314.4	F	1.92	460.7	F	yes
		EB	DefL														
17	East 125 th Street		Т														
	and 3 rd Avenue	WB	TR	0.80	31.3	С	0.90	39.3	D		0.78	30.3	С	0.90	38.8	D	
		NB	LTR	0.39	14.4	В	0.39	14.4	В		0.43	14.8	В	0.43	14.8	В	
			erall	0.73	46.8	D	0.80	69.5	E		0.94	121.0	F	1.08	179.1	F	
	East 125 th Street	EB	TR	0.91	41.1	D	0.97	51.3	D	yes	1.03	68.6	E	1.14	107.1	F	yes
18	and Lexington	WB	LT	1.41	322.6	F	1.60	412.1	F	yes	1.54	292.2	F	1.80	411.2	F	yes
	Avenue	SB	LTR	0.70	20.3	С	0.70	20.4	С		0.45	15.3	В	0.46	15.4	В	
			erall	1.01	113.1	F	1.10	148.1	F		0.93	123.1	F	1.05	180.7	F	
		EB	LTR	0.64	16.8	В	0.68	17.7	В		0.74	19.4	В	0.82	22.7	С	
	East 125 th Street	WB	LTR	0.93	36.0	D	1.06	66.6	E	yes	0.87	28.7	С	1.03	58.3	E	yes
19	and Park Avenue	NB	TR	0.46	24.6	С	0.45	24.6	С		0.36	23.1	С	0.37	23.2	С	

					Weekd	ay AM P	eak Hour	(7:45-8:45	AM)			Week	day MD F	eak Hou	r (1:00-2:00) PM)	
				201	7 NO ACTI	ON	2	017 ACTIO	N		20 ⁻	17 NO ACT	ION	2	017 ACTIO	N	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		SB	TR	0.56	28.0	С	0.56	28.0	С		0.50	25.1	С	0.51	25.2	С	
		Ov	erall	0.79	26.7	С	0.86	37.8	D		0.73	23.8	С	0.83	34.8	С	
		EB	LT	0.88	32.4	С	0.96	44.2	D		0.99	52.0	D	1.14	100.6	F	yes
20	East 125 th Street and Madison	WB	TR	0.57	18.9	В	0.66	20.6	С		0.67	21.0	С	0.74	23.2	С	
20	Avenue	NB	LTR	0.64	23.1	С	0.64	23.1	С		0.59	22.2	С	0.60	22.3	С	
		Ov	erall	0.77	25.1	С	0.81	29.3	С		0.81	31.9	С	0.89	49.8	D	
		EB	TR	0.80	33.8	С	0.85	37.0	D		0.80	35.5	D	0.91	45.6	D	yes
21	125 th Street and	WB	LT	0.80	27.4	С	0.93	38.4	D		0.81	27.9	С	0.94	40.6	D	
	5 th Avenue	SB	LTR	1.15	102.8	F	1.13	96.3	F		0.77	27.2	С	0.79	28.0	С	
		Ov	erall	1.00	64.8	Е	1.04	63.9	Е		0.82	30.1	С	0.88	38.0	D	
		EB	TR	0.51	19.4	В	0.54	20.1	С		0.77	26.8	С	0.88	33.5	С	
	West 125 th Street	WB	TR	0.69	29.0	С	0.80	35.4	D		0.81	29.8	С	0.90	37.6	D	
22	and Lenox Avenue	NB	TR	0.66	22.6	С	0.66	22.7	С		0.63	21.8	С	0.63	21.8	С	
		SB	TR	1.00	50.9	D	1.07	74.0	E	yes	0.57	20.8	С	0.60	21.5	С	
		Ov	erall	0.84	33.5	С	0.94	43.3	D		0.72	25.1	С	0.77	29.5	C	
		EB	LTR	0.72	25.4	С	0.81	29.9	С		1.08	125.2	F	1.24	193.9	F	yes
	West 125 th Street and Adam C.	WB	LTR	0.72	25.4	С	0.79	28.1	С		0.93	50.8	D	1.19	159.9	F	yes
23	Powell Jr.	NB	TR	0.40	17.6	В	0.42	17.7	В		0.56	19.9	В	0.61	20.7	С	
	Boulevard	SB	TR	0.65	21.2	С	0.64	21.0	С		0.45	18.3	В	0.50	19.0	В	
		Ov	erall	0.69	22.0	С	0.73	23.5	С		0.82	52.8	D	0.92	97.8	F	
	the second second second second second second second second second second second second second second second s	EB	LTR	0.76	33.7	С	0.83	40.6	D		0.75	20.5	С	0.82	24.2	С	
	West 125 th Street and Frederick	WB	LTR	0.77	26.0	С	0.84	29.9	С		0.80	23.4	С	0.87	29.0	С	
24	Douglass	NB	TR	0.33	18.2	В	0.33	18.3	В		0.60	27.8	С	0.63	28.8	С	
	Boulevard	SB	TR	0.52	20.7	С	0.52	20.7	С		0.60	29.3	С	0.63	30.2	С	
			erall	0.65	25.8	С	0.69	29.2	С		0.72	24.4	С	0.78	27.6	С	<u> </u>
		EB	LTR	0.96	55.7	E	1.02	87.7	F	yes	0.90	31.6	С	0.95	38.3	D	
05	West 125 th Street	WB	LTR	0.72	20.0	В	0.78	22.7	С		0.55	15.4	В	0.60	16.4	В	
25	and St. Nicholas Avenue	NB	TR	0.56	28.5	С	0.57	28.6	С		0.69	33.6	С	0.71	34.8	C	
		SB	TR	1.00	64.8	E	1.01	67.0	E		0.83	41.7	D	0.86	45.4	D	
			erall	0.97	44.6	D	1.01	57.3	E		0.87	29.4	C	0.91	33.0	C	
		EB		0.65	17.0	В	0.69	17.9	B		0.61	16.1	B	0.64	16.7	B	
		WB	LTR	0.64	17.1	B	0.68	18.1	B		0.52	14.6	B	0.55	15.1	B	
26	West 125 th Street	NB	DefL	0.79	50.6 22.7	D C	0.79	51.1	D C		0.50	30.7	C C	0.50	30.7	C C	
20	and Morningside Avenue	D		0.28			0.30	23.0			0.26	22.4			22.5		
		60		0.52													
		SB	LTR	0.53	26.6	C	0.53	26.7	C		0.39	24.0	C	0.39	24.1	C	
		00	erall	0.70	21.5	С	0.73	22.1	С		0.57	18.0	В	0.58	18.3	В	

					Weekd	ay AM Pe	eak Hour	(7:45-8:45	AM)			Week	day MD F	eak Hou	ır (1:00-2:00	PM)	
				201	7 NO ACTI	ON	2	017 ACTIO	N		20	17 NO ACT	ION	2	017 ACTIO	N	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		50	L	0.49	33.5	С	0.52	35.7	D		0.57	36.4	D	0.60	38.9	D	
		EB	TR	0.87	37.4	D	0.92	42.1	D		0.82	33.7	С	0.84	35.1	D	
		WB	L	0.82	89.6	F	0.92	137.2	F	yes	0.60	52.0	D	0.63	56.8	E	
			TR	0.65	27.3	С	0.67	27.9	С		0.63	26.7	С	0.65	27.4	С	
27	West 125 th Street and Amsterdam		L	0.29	17.5	В	0.29	17.5	В		0.18	14.0	В	0.18	14.0	В	
	Avenue	NB	Т	0.38	22.6	С	0.38	22.6	С		0.33	22.1	С	0.33	22.1	С	
			R	0.61	31.6	С	0.61	31.7	С		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.4	D		0.71	33.5	С	0.71	33.5	С	
		0.1	TR	0.50	24.5	С	0.50 *	24.5	С		0.36	22.5	С	0.36	22.5	С	
		00	erall		32.0	C		34.8	C			29.8	c		30.6	C	
Í		EB	L T	0.21	25.5 27.5	C C	0.23 0.55	25.9 28.3	C C		0.26	20.7 21.2	C C	0.28	21.0 21.5	C C	
		ED	R	0.50	10.9	В	0.55	10.9	В		0.42	9.5	A	0.44	9.5	A	
			L	0.14	32.0	C	0.14	34.2	C		0.27	20.1	c	0.27	20.4	C	
		WB	Т	0.45	26.8	c	0.48	27.3	c		0.20	20.1	В	0.35	20.4	c	
			R	0.41	14.2	В	0.41	14.3	В		0.28	9.7	A	0.28	9.7	A	
28	West 125 th Street		L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
	and Broadway	NB	Т	0.27	24.0	С	0.27	24.0	С		0.59	30.5	С	0.59	30.5	С	
			R	0.53	28.8	С	0.53	28.8	С		0.50	32.7	С	0.50	32.7	С	
			L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
		SB	Т	0.46	24.0	С	0.46	24.0	С		0.36	26.5	С	0.36	26.5	С	
			R	0.11	20.6	С	0.11	20.6	С		0.17	25.3	С	0.17	25.3	С	
		Ov	erall	0.51	26.3	С	0.52	26.6	С		0.52	25.9	С	0.53	25.9	С	
		WB	LT	0.48	23.4	С	0.51	23.8	С		0.49	23.5	С	0.52	23.9	С	
			R	0.61	13.8	В	0.61	13.8	В		0.55	12.5	В	0.55	12.5	В	
29	West 125 th Street	NB	LTR	0.31	27.4	С	0.31	27.4	С		0.26	26.8	С	0.26	26.8	С	
	and 12 th Avenue	SB	L	0.47	17.2	В	0.55	19.4	В		0.91	47.9	D	0.95	55.7	E	yes
			TR	0.09	10.9	В	0.09	10.9	В		0.09	10.9	В	0.09	10.9	В	
		Öv	erall	0.52	19.4	В	0.56	19.9	В		0.72	18.6	В	0.76	27.9	С	
		EB	L RT	0.61 0.51	27.0 29.2	C C	0.61 0.51	27.0 29.2	C C		0.41 0.34	23.7 24.1	C C	0.41 0.31	23.7 23.6	C C	
	East douth or		L	0.51	29.2	C C	0.51	29.2	C C		0.34	24.1	c	0.31	23.6	C C	
30	East 124 th Street and 2 nd Avenue	WB	RT	0.39	24.4 11.9	B	0.39	24.4	В		0.09	20.4 9.9	A	0.11	20.4 9.9	A	
		SB	Т	0.32	16.4	В	0.32	16.4	B		0.09	9.9 12.5	В	0.09	12.5	В	
Í			erall	0.67	18.7	B	0.66	18.7	в		0.42	15.7	в	0.42	15.6	в	
F	<u> </u>	EB	LT	0.32	22.4	C	0.32	22.4	c		0.32	22.4	C	0.32	22.4	C	
31	East 124 th Street and 3 rd Avenue	NB	TR	0.46	12.9	В	0.46	12.9	В		0.41	12.4	В	0.41	12.4	В	
Í	and 3 Avenue	Ov	erall	0.41	14.8	В	0.41	14.8	в		0.37	14.5	В	0.37	14.5	в	
	Fact (0.4 th or	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
32	East 124 th Street and Lexington	SB	LT	0.93	31.6	С	0.94	31.8	С		0.57	15.2	В	0.57	15.2	В	
Í	Avenue	Ov	erall	0.94	38.7	D	0.94	38.9	D		0.68	25.1	с	0.68	25.1	с	
	-	00		0.94	30.7	U	0.94	30.9	U		0.00	20.1	U	0.00	23.1	U	

					Weekd	ay AM Pe	eak Hour	(7:45-8:45	AM)			Week	day MD P	eak Hou	ır (1:00-2:00) PM)	
				201	7 NO ACTI			017 ACTIO			20 ⁻	17 NO ACTI	ON	2	017 ACTIO	N	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	LTR	0.45	22.0	С	0.45	22.0	С		0.34	20.2	С	0.34	20.2	С	
	East 124 th Street	NB	TR	0.38	14.6	В	0.38	14.6	В		0.28	13.6	В	0.28	13.6	В	
33	and Park Avenue	SB	TR	0.80	25.9	С	0.80	26.3	С		0.46	15.8	В	0.47	15.9	В	
		Ov	erall	0.64	21.8	С	0.65	22.0	С		0.41	16.4	в	0.41	16.5	в	
	East 124 th Street	EB	LT	0.29	22.1	С	0.30	22.1	С		0.23	21.4	С	0.23	21.4	С	
34	and Madison	NB	TR	0.65	16.5	В	0.65	16.5	В		0.71	18.3	В	0.72	18.3	В	
	Avenue	Ov	erall	0.51	17.9	в	0.51	17.9	В		0.52	18.9	в	0.53	19.0	В	
			L	0.32	28.1	С	0.32	28.1	С		0.53	33.0	С	0.53	32.9	С	
		EB	LR	0.38	23.5	С	0.36	23.5	С		0.58	23.5	С	0.58	23.5	С	
			R	0.43	32.3	С	0.40	31.2	С		0.63	43.9	D	0.62	42.4	D	
35	West 124 th Street and Lenox Avenue	WB	LR	0.23	26.6	С	0.23	26.6	С		0.23	26.7	С	0.24	26.8	С	
		NB	Т	0.33	9.1	А	0.33	9.1	А		0.30	8.7	А	0.30	8.7	А	
		SB	Т	0.64	12.9	В	0.64	12.9	В		0.34	9.1	А	0.34	9.1	А	
		Ov	erall	0.57	14.1	В	0.57	14.2	В		0.43	15.5	В	0.43	15.4	В	
		EB	LTR	0.36	20.9	С	0.36	20.9	С		0.49	25.9	С	0.48	25.8	С	
	West 124 th Street	NB	TR	0.36	14.2	В	0.37	14.3	В		0.37	12.1	В	0.38	12.3	В	
36	and Adam C.		DefL														
	Powell Jr. Boulevard	SB	Т														
			LT	0.65	18.4	В	0.66	18.6	В		0.39	12.4	В	0.40	12.6	В	
			erall	0.53	17.3	В	0.53	17.4	В		0.42	14.5	В	0.43	14.6	В	
	West 124 th Street	EB	LTR	0.72	32.4	С	0.72	32.4	С		0.42	22.3	С	0.42	22.3	С	
37	and Frederick Douglass	NB	TR	0.19	12.7	В	0.19	12.8	B		0.27	13.4	В	0.27	13.5	В	
	Boulevard	SB	LT erall	0.38	14.6	B	0.39	14.7	B		0.34	14.2	B	0.35	14.3	B	
		EB	LTR	0.53 0.65	19.3 24.4	BC	0.53	19.2 24.4	B		0.37 0.54	15.7 21.7	B	0.38	15.7 21.7	B C	
	West 124 th Street	NB	LTR	0.05	17.4	В	0.05	17.4	В		0.34	17.5	В	0.34	17.5	В	
38	and St. Nicholas Avenue-Manhattan	SB	LT	0.80	30.0	c	0.80	30.2	C		0.52	20.8	c	0.52	20.9	c	
	Avenue																
			erall	0.72	25.9	С	0.73	26.0	С		0.53	20.3	С	0.53	20.4	С	
		EB	LTR	0.55	23.6	С	0.55	23.6	С		0.53	23.2	С	0.53	23.2	С	
	East 116 th Street	WB	LTR	0.67	26.6	C	0.67	26.6	C		0.55	23.7	С	0.55	23.7	С	
39	and Park Avenue	NB		0.34	14.9	B	0.34	14.9	В		0.46	16.8	B C	0.47	16.8	B C	
		SB	LTR erall	1.04 0.88	64.8 38.4	E D	1.04 0.88	67.1 39.3	E D		0.66 0.61	21.4 21.7	с с	0.67 0.62	21.6 21.8	с с	
		EB	LTR	0.85	40.6	D	0.88	13.7	B		0.67	30.6	с С	0.62	30.9	C C	
	West 116 th Street	WB	LTR	1.02	70.1	E	1.04	13.7	B		0.07	31.6	c	0.07	32.6	c	
40	and Adam C.	NB	LTR	0.41	12.8	В	0.43	14.5	B		0.72	11.0	В	0.24	11.0	В	┢───┤
	Powell Jr. Boulevard	SB	LTR	0.65	16.0	В	0.65	16.2	В		0.30	11.6	В	0.31	11.7	B	
			erall	0.79	30.9	С	0.80	32.1	С		0.46	21.0	С	0.48	21.3	С	
		EB	LTR	0.38	23.6	С	0.38	23.6	С		0.25	21.8	С	0.25	21.9	С	
	West 116 th Street	WB	LTR	0.98	60.6	E	0.98	62.5	Е		0.64	29.4	С	0.64	29.4	С	
41	and Frederick Douglass	NB	LTR	0.74	22.8	С	0.76	23.9	С		0.67	20.1	С	0.69	20.6	С	
	Douglass Boulevard	SB	LTR	0.71	21.3	С	0.72	21.6	С		0.67	20.6	С	0.69	21.2	С	
		Ov	erall	0.83	34.2	С	0.85	35.1	D		0.66	23.2	С	0.67	23.4	С	
		EB	R	0.67	32.3	С	0.70	33.3	С		0.60	30.5	С	0.62	30.9	С	
	West 405th Otrest	WB	R	0.34	25.6	С	0.34	25.6	С		0.36	25.9	С	0.36	25.9	С	

					Weekda	ay AM Pe	eak Hour	r (7:45-8:45	AM)			Week	day MD P	eak Hou	ır (1:00-2:00	PM)	
	Later and the second	A		201	7 NO ACTI	NC	2	017 ACTIO	N		20	17 NO ACTI	ON	2	017 ACTIO	N	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
42	and St. Clair Place	NB	Т	0.66	27.6	С	0.69	28.3	С		0.67	28.0	С	0.70	28.8	С	
		SB Overall	Т	0.12	19.8	В	0.14	20.0	В		0.27	21.2	С	0.28	21.4	С	
		Overall		*	28.0	С	*	28.6	С		*	27.1	С	*	27.5	С	
						UNS	GNALI	ZED INTER	SECTIC	NS							
43	124 th Street and	SB	L	0.41	12.5	В	0.41	12.6	В		0.32	11.6	В	0.32	11.6	В	
43	5 th Avenue	50	R	0.96	45.0	Е	0.97	45.5	Е		0.57	14.8	в	0.58	15.1	С	
44	East 124 th Street and Mt. Morris Park West	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	А	0.27	8.0	A	

NB= northbound, SB= southbound, EB= eastbound, WB= westbound

L=exclusive left-turn, T= exclusive through, R=exclusive right-turn, LTR=shared left-through-right, TR=shared through/right-turn lane, LT=shared left-turn/through lane

LR=shared left-turn/right-turn, DefL=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

 * HCS does not provide v/c calculation for this intersection

					Weekda	y PM Pe	eak Hou	· (4:00-5:00 F	PM)			Saturda	ay MD F	Peak Hou	ur (1:00-2:00	PM)	
				201	7 NO ACTIO	DN	2	017 ACTION	l		201	7 NO ACTIO	N	2	2017 ACTION	1	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
							-		SIGN	ALIZED I	NTERSE	CTIONS		-			
			LTR	0.8	35.3	D	1.07	87.4	F	yes	0.58	27.2	С	0.76	33.6	С	
		EB	DefL				-										
			TR														
	West 135 th Street	WB	LTR	1.12	114.6	F	1.16	131.9	F	yes	0.84	39.4	D	0.87	42.0	D	
1	and Lenox Avenue	NB	L	0.36	16.7	В	0.37	17.0	В		0.24	13.1	В	0.24	13.4	В	
			TR	0.53	14.5	В	0.53	14.4	В		0.55	14.7	В	0.55	14.8	В	
		SB	L	0.5	20.4	С	0.51	21.1	С		0.48	19.2	В	0.49	19.2	В	
		0.1	TR	0.61	15.8	В	0.62	16.0	В		0.54	14.6	B	0.56	14.8	В	
			erall	0.81	39.3	D	0.83	52.4	D		0.66	21.7	C	0.68	23.4	C	
		EB	LTR L	0.89	50.1 52.7	D D	0.9 0.78	52.0 53.4	D D		0.62	30.5 32.9	C C	0.62	30.5 33.1	C C	
		WB	TR	0.78	53.4	D	0.78	53.4	D		0.56	41.7	D	0.56	41.7	D	
	West 135 th Street and Adam C.	NB	LTR	0.61	15.4	B	0.65	16.2	B		0.50	13.7	B	0.53	14.2	В	
2	Powell Jr.		DefL	0.68	34.2	c	0.86	59.7	E	yes							
	Boulevard	SB	TR	0.43	12.9	В	0.43	13.0	В								
			LTR								0.47	13.4	В	0.49	13.6	В	
		Ov	erall	0.77	27.1	С	0.88	28.7	С		0.62	20.5	С	0.64	20.6	С	
		EB	LTR	0.48	29.0	С	0.49	29.3	С		0.33	26.4	С	0.33	26.4	С	
	West 135 th Street	WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
3	and Frederick Douglass	NB	LTR	0.45	10.8	В	0.45	10.9	В		0.35	9.7	А	0.35	9.8	А	
	Boulevard	SB	LTR	0.4	10.3	В	0.41	10.4	В		0.33	9.6	А	0.34	9.7	А	
		Ov	erall	0.63	26.1	С	0.63	26.1	С		0.57	28.2	С	0.58	28.1	С	
		WB	LTR	0.58	33.5	С	0.58	33.5	С		0.63	34.3	С	0.64	34.4	С	
	East 126 th Street	NB	L	0.41	32.2	С	0.41	32.2	С		0.39	34.9	С	0.39	34.9	С	
4	and 2 nd Avenue		Т	1.04	77.1	E	1.04	77.1	Е		0.98	67.6	Е	0.98	67.6	Е	
		SB	TR	0.7	23.8	С	0.7	23.9	С		0.63	22.6	С	0.64	22.9	С	
		Ov	erall	0.76	38.3	D	0.76	38.3	D		0.71	33.5	С	0.72	33.5	С	
	East 126 th Street	WB	TR	0.52	24.9	С	0.52	24.9	С		0.48	24.4	С	0.48	24.5	С	
5	and 3 rd Avenue	NB	LT	0.37	11.9	В	0.38	12.1	В		0.21	10.6	В	0.21	10.7	В	
			erall	0.43	16.4	B	0.43	16.3	В		0.31	16.7	В	0.32	16.6	В	
	East 126 th Street	WB	LT	1.36	212.2	F	1.36	212.9	F		1.27	162.7	F	1.27	165.7	F	yes
6	and Lexington Avenue	SB	TR	0.67	17.0	В	0.67	17.1	В		0.77	19.9	В	0.78	20.2	С	
	Avenue	Ov	erall	0.93	103.3	F	0.94	103.3	F		0.96	73.0	Е	0.97	74.2	Е	
		WB	LTR	0.99	67.6	E	0.98	66.8	Е		0.76	34.8	С	0.76	35.0	С	
			DefL														
7	East 126 th Street	NB	Т														
	and Park Avenue		TH	0.45	11.6	В	0.46	11.7	В		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	В	0.47	11.4	В		0.32	9.8	A	0.32	9.8	A	
			erall	0.64	32.0	С	0.64	31.7	С		0.47	20.5	С	0.47	20.6	С	
	East 126 th Street	WB	TR	0.66	28.1	С	0.66	28.2	С		0.57	26.3	С	0.58	26.4	С	
8	and Madison	NB	LT	0.79	20.4	С	0.79	20.4	С		0.54	14.5	В	0.55	14.6	В	
	Avenue	Ov	erall	0.74	23.2	С	0.74	23.2	С		0.55	19.3	В	0.56	19.3	В	
	106 th Street and	WB	LT	1.13	103.8	F	1.13	104.8	F		0.89	44.3	D	0.90	45.3	D	

					Weekda	y PM Pe	eak Hou	r (4:00-5:00 l	PM)			Saturda	ay MD F	Peak Hou	ur (1:00-2:00	PM)	
				201	7 NO ACTIO	DN	2	017 ACTION	I		201	17 NO ACTIO	NC	2	017 ACTION	1	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
9	126 th Street and 5 th Avenue	SB	TR	0.68	17.2	В	0.69	17.4	В		0.54	14.6	В	0.55	14.7	В	
	o Anonao	Ov	erall	0.85	54.5	D	0.86	54.9	D		0.68	26.8	С	0.69	27.2	С	
		WB	LTR	1	57.4	Е	1.01	58.8	Е		0.92	43.7	D	0.92	43.7	D	
	4	NB	L	0.76	53.7	D	0.8	61.5	Е	yes	0.97	90.8	F	1.01	103.8	F	yes
10	West 126 th Street and Lenox Avenue	ND	Т	0.81	27.4	С	0.81	27.2	С		0.48	18.8	В	0.48	18.7	В	
		SB	TR	0.7	23.7	С	0.73	24.5	С		0.67	22.5	С	0.69	22.9	С	
		Ov	erall	0.91	35.9	D	0.91	36.6	D		0.94	31.0	С	0.96	31.9	С	
	West 126 th Street	WB	LTR	0.82	34.4	С	0.82	34.9	С		0.59	27.0	С	0.59	27.0	С	
11	and Adam C.	NB	LT	0.58	14.9	В	0.62	15.5	В		0.57	14.8	В	0.60	15.2	В	
	Powell Jr.	SB	TR	0.31	11.5	В	0.31	11.6	В		0.30	11.4	В	0.31	11.5	В	
	Boulevard	Ov	erall	0.67	19.5	В	0.7	19.8	В		0.58	16.4	В	0.59	16.6	В	
	West 126 th Street	WB	LTR	1.07	90.6	F	1.07	90.6	F		0.65	41.5	D	0.65	41.5	D	
12	and Frederick	NB	LT	0.38	8.2	А	0.38	8.2	А		0.38	12.5	В	0.38	12.5	В	
12	Douglass	SB	TR	0.31	7.5	А	0.32	7.6	А		0.34	12.6	В	0.34	12.7	В	
	Boulevard	Ov	erall	0.59	34.6	С	0.59	34.4	С		0.48	20.4	С	0.49	20.3	С	
		WB	LTR	0.93	47.8	D	0.93	47.8	D		0.74	28.4	С	0.74	28.4	С	
13	West 126 th Street and St. Nicholas	NB	LT	1.13	103.4	F	1.14	107.3	F	yes	1.02	70.9	Е	1.04	76.9	Е	yes
13	Avenue	SB	TR	0.77	29.2	С	0.77	29.4	С		0.76	28.6	С	0.77	29.2	С	
		Ov	erall	1.03	62.8	Е	1.03	64.5	Е		0.88	42.7	D	0.89	45.0	D	
		WB	LTR	1.12	158.6	F	1.13	159.5	F		1.11	111.6	F	1.11	111.6	F	
14	West 126 th Street and Morningside	NB	LT	0.19	8.4	А	0.19	8.4	А		0.19	8.4	А	0.19	8.4	А	
14	Avenue	SB	TR	0.31	9.9	А	0.31	9.9	А		0.32	9.9	А	0.32	10.0	А	
		Ov	erall	0.58	75.0	Е	0.58	75.3	Е		0.58	52.7	D	0.58	52.6	D	
		EB	LT	0.87	34.0	С	0.96	45.3	D	yes	0.62	24.8	С	0.67	26.0	С	
15	East 125 th Street	NB	L	0.2	16.1	В	0.2	16.1	В		0.29	14.2	В	0.29	14.2	В	
13	and 1 st Avenue	ND	TR	0.85	37.8	D	0.85	37.8	D		0.46	15.0	В	0.46	15.0	В	
		Ov	erall	0.86	36.2	D	0.9	39.0	D		0.53	17.5	В	0.55	18.0	В	
		EB	TR	0.83	47.9	D	0.92	68.1	Е	yes	0.84	37.4	D	0.91	42.2	D	
		WB	LT	1.04	78.6	Е	1.29	174.4	F	yes	1.75	381.3	F	2.09	532.1	F	yes
16	East 125 th Street	SB	LTR	0.93	55.4	Е	0.95	61.1	Е	yes	0.45	22.7	С	0.46	22.9	С	
	and 2 nd Avenue	RAMP (SB)	TR	1.02	120.2	F	1.08	139.0	F	yes	0.92	57.7	E	1.02	80.2	F	yes
		Ov	erall	*	*	*	*	*	*		*	*	*	*	*	*	
			LT	2.23	810.9	F					1.71	353.9	F				
		EB	DefL				3.59	1221.0	F	yes				2.71	827.4		yes
17	East 125 th Street		Т				2.47	956.3	F	yes				1.79	389.0		yes
	and 3 rd Avenue	WB	TR	0.96	47.3	D	1.11	91.2	F	yes	0.89	37.9	D	1.04	68.5	E	yes
		NB	LTR	0.58	16.7	В	0.58	16.8	В		0.42	14.7	В	0.42	14.7	В	
			erall	1.3	290.6	F	1.9	389.2	F		0.98	126.5	F	1.42	179.7	F	
	Fact for the second	EB	TR	1.30	278.0	F	1.48	356.1	F	yes	1.06	72.2	Е	1.18	117.8	F	yes
18	East 125 th Street and Lexington	WB	LT	1.57	294.2	F	1.82	405.1	F	yes	1.74	365.8	F	1.96	465.4	F	
	Avenue	SB	LTR	0.63	18.1	В	0.64	18.2	В		0.63	17.9	В	0.64	18.0	В	
		Ov	erall	1.04	186.7	F	1.16	255.5	F		1.11	134.6	F	1.22	185.4	F	
		EB	LTR	1.06	136.3	F	1.19	188.3	F	yes	0.72	18.5	В	0.79	21.0	С	
	East 125 th Street	WB	LTR	0.92	33.9	С	1.12	87.6	F	yes	0.79	21.8	С	0.94	35.0	С	
19	and Park Avenue	NB	TR	0.5	25.4	С	0.5	25.5	С		0.28	22.1	С	0.29	22.2	С	

		on Approach Move			Weekda	y PM Pe	eak Hour	(4:00-5:00 F	PM)			Saturda	ay MD F	eak Hou	ır (1:00-2:00	PM)	
				201	7 NO ACTIO	ON	2	017 ACTION	I		201	7 NO ACTIO	ON	2	017 ACTION	1	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		SB	TR	0.72	30.0	С	0.73	30.1	С		0.57	26.2	С	0.57	26.2	С	
		Ov	erall	0.93	72.7	Е	1.01	109.8	F		0.70	21.6	С	0.80	26.9	С	
		EB	LT	1.26	147.6	F	1.51	260.0	F	yes	1.20	125.3	F	1.38	203.7	F	yes
20	East 125 th Street and Madison	WB	TR	0.67	20.6	С	0.75	23.1	С		0.76	25.7	С	0.86	30.5	С	
20	Avenue	NB	LTR	0.82	28.8	С	0.82	29.0	С		0.54	19.4	В	0.55	19.5	В	
		Ov	erall	1.06	67.9	Е	1.2	113.0	F		0.87	56.9	Е	0.96	86.1	F	
		EB	TR	1.02	152.3	F	1.21	224.6	F	yes	1.04	413.7	F	1.14	450.3	F	yes
21	125 th Street and	WB	LT	0.84	30.9	С	1.02	74.7	Е	yes	0.98	222.9	F	1.14	293.5	F	yes
- '	5 th Avenue	SB	LTR	0.93	39.0	D	0.95	41.5	D		0.65	23.5	С	0.66	23.8	С	
		Ov	erall	0.98	75.8	Е	1.14	118.9	F		0.89	234.8	F	1.01	278.6	F	
		EB	TR	0.82	28.5	С	1.03	61.7	Е	yes	1.16	504.7	F	1.28	554.0	F	yes
	West 125 th Street	WB	TR	0.87	33.2	С	0.96	44.5	D		1.38	657.2	F	1.58	758.2	F	yes
22	and Lenox Avenue	NB	TR	0.98	47.4	D	0.98	48.1	D		0.80	28.4	С	0.80	28.5	С	
		SB	TR	0.79	27.4	С	0.83	29.9	С		0.88	33.0	С	0.91	35.9	D	
		Ov	erall	0.93	34.9	С	1.01	47.2	D		1.13	315.6	F	1.24	370.6	F	
		EB	LTR	1.39	268.3	F	1.66	395.0	F	yes	1.06	441.4	F	1.21	520.8	F	yes
	West 125 th Street and Adam C.	WB	LTR	1.09	130.0	F	1.53	323.4	F	yes	0.93	325.0	F	1.15	452.0	F	yes
23	Powell Jr.	NB	TR	0.58	20.1	С	0.61	20.5	С		0.61	20.5	С	0.64	21.2	С	
	Boulevard	SB	TR	0.43	17.8	В	0.43	17.9	В		0.49	18.7	В	0.56	20.0	В	
		Ov	erall	0.99	106.9	F	1.14	191.8	F		0.84	186.7	F	0.93	241.2	F	
		EB	LTR	0.71	21.8	С	0.82	26.7	С		1.20	329.7	F	1.27	359.5	F	yes
	West 125 th Street and Frederick	WB	LTR	0.98	48.4	D	1.13	97.5	F	yes	1.19	585.8	F	1.26	614.6	F	yes
24	Douglass	NB	TR	0.62	24.4	С	0.66	25.2	С		0.39	12.7	В	0.41	12.9	В	
	Boulevard	SB	TR	0.58	23.1	С	0.59	23.4	С		0.41	14.5	В	0.43	14.7	В	
		Ov	erall	0.82	30.1	С	0.92	46.1	D		0.72	274.3	F	0.75	295.4	F	
		EB	LTR	1.21	207.8	F	1.33	261.0	F	yes	0.80	112.0	F	0.84	134.3	F	yes
	West 125 th Street	WB	LTR	0.7	18.8	В	0.82	23.9	С		0.55	36.5	D	0.59	39.6	D	
25	and St. Nicholas Avenue	NB	TR	0.87	44.7	D	0.9	48.1	D		0.73	36.0	D	0.76	37.7	D	
	7.00100	SB	TR	0.9	85.4	F	0.9	87.3	F		1.06	88.7	F	1.09	95.8	F	yes
			erall	1.09	104.9	F	1.16	126.3	F		0.91	74.5	E	0.94	84.9	F	
		EB	LTR	0.68	17.5	В	0.72	18.5	В		0.63	111.3	F	0.65	117.8	F	yes
		WB	LTR	0.80	23.0	С	0.92	32.9	С		0.50	36.4	D	0.53	38.5	D	
	West 125 th Street		DefL								0.59	33.3	С	0.59	33.3	С	
26	and Morningside Avenue	NB	TR								0.47	26.3	С	0.48	26.4	С	
	ATOLIUG		LTR	0.63	29.0	С	0.64	29.3	С								
		SB	LTR	0.46	25.3	С	0.47	25.4	С		0.44	24.8	С	0.44	24.8	С	
		Ov	erall	0.74	22.3	С	0.81	26.2	С		0.61	61.4	Е	0.62	64.8	Е	

					Weekda	y PM Pe	eak Hou	r (4:00-5:00	PM)			Saturd	ay MD F	Peak Hou	ur (1:00-2:00	PM)	
				201	7 NO ACTIO	ON	2	017 ACTION	1		20	17 NO ACTIO	ON	2	017 ACTION	1	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	L	0.68	47.3	D	0.8	66.1	Е	yes	0.40	101.3	F	0.41	109.6	F	yes
		EB	TR	0.93	42.8	D	0.98	50.9	D	yes	0.97	154.1	F	0.99	172.3	F	yes
		WB	L	0.99	125.0	F	1.00	128.6	F	yes	0.99	449.8	F	0.99	449.8	F	
	45		TR	0.72	28.2	С	0.79	30.9	С		0.66	95.4	F	0.68	99.5	F	yes
27	West 125 th Street and Amsterdam		L	0.35	28.3	С	0.35	28.3	С		0.35	13.5	В	0.35	13.5	В	
	Avenue	NB	Т	0.5	51.3	D	0.5	51.3	D		0.25	19.1	В	0.25	19.1	В	
			R	0.77	42.3	D	0.77	42.3	D		0.70	33.0	С	0.70	33.0	С	
		SB	L	0.72	46.3	D	0.72	46.3	D		0.58	23.8	С	0.58	23.8	С	
		0.1	TR	0.35	22.9	С	0.35 *	22.9	С		0.22	18.8	B	0.22	18.8	В	
		00	erall		40.6	D		43.8	D	1.05	*	94.6	F	*	101.8	F	
		EB	L T	0.57 0.63	38.9 30.0	D C	0.68 0.68	49.4 31.3	D	yes	0.50 0.56	31.7 26.2	C C	0.52 0.58	32.9 26.7	C C	
		EB	R	0.03	11.8	В	0.08	11.8	В		0.30	7.3	A	0.38	7.3	A	
			L	0.23	33.4	C	0.23	36.7	D		0.21	28.1	c	0.21	29.1	C	
		WB	Т	0.59	29.3	c	0.67	31.4	С		0.47	24.8	c	0.50	25.2	C	
			R	0.37	13.8	В	0.37	13.8	В		0.23	7.5	A	0.23	7.5	A	
28	West 125 th Street		L	0.55	49.9	D	0.55	49.9	D		0.50	32.0	С	0.50	32.0	С	
	and Broadway	NB	т	0.58	63.9	E	0.58	63.9	Е		0.41	30.3	С	0.41	30.3	С	
			R	0.49	27.8	С	0.49	27.8	С		0.64	43.7	D	0.64	43.7	D	
			L	0.61	39.1	D	0.61	39.2	D		0.37	29.9	С	0.37	30.0	С	
		SB	Т	0.34	22.4	С	0.34	22.4	С		0.68	35.6	D	0.68	35.6	D	
			R	0.20	22.1	С	0.20	22.1	С		0.14	28.0	С	0.14	28.0	С	
		Ov	erall	0.6	35.8	D	0.62	36.5	D		0.57	28.2	С	0.59	28.4	С	
		WB	LT	0.76	34.2	С	0.84	38.3	D		0.35	21.5	С	0.37	21.7	С	
		WB	R	0.83	22.8	С	0.83	22.8	С		0.99	45.8	D	0.99	45.8	D	
29	West 125 th Street	NB	LTR	0.39	27.7	С	0.39	27.7	С		0.20	26.1	С	0.20	26.1	С	
	and 12 th Avenue	SB	L	0.77	22.4	С	0.84	27.0	С		1.10	95.2	F	1.14	107.7	F	yes
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	В	0.05	10.6	В	
		Ov	erall	0.67	25.9	С	0.74	28.3	С		1.07	51.3	D	1.09	54.8	D	
		EB	L	0.70	29.3	С	0.70	29.3	С		0.60	26.8	С	0.60	26.8	С	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	С	0.51	27.8	С	
30	East 124 th Street and 2 nd Avenue	WB	L	0.14	20.8	С	0.14	20.8	С		0.07	20.1	C	0.07	20.1	C	
	and Z Avenue		RT	0.11	10.1	В	0.11	10.1	В		0.08	9.9	A	0.08	9.9	A	
		SB	T erall	0.53 0.59	13.7 18.5	B	0.53 0.59	13.7 18.5	B		0.40 0.48	12.2 17.8	B	0.40 0.48	12.3 17.8	B	
		EB	LT	0.59	24.5	C	0.59	24.5	C		0.48	23.3	С	0.48	23.3	в С	
31	East 124 th Street	NB	TR	0.4	13.8	В	0.4	13.8	В		0.39	12.8	В	0.39	12.8	В	
	and 3 rd Avenue		erall	0.32	16.0	в	0.32	16.0	в		0.43	15.2	B	0.43	15.2	B	
		EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
32	East 124 th Street and Lexington	SB	LT	0.79	20.6	C	0.79	20.6	C		0.92	29.4	c	0.92	29.7	c	
	Avenue		erall	0.86	32.9	c	0.86	32.9	c		0.84	30.4	c	0.84	30.6	c	
	-	01		0.00	52.5	U	0.00	32.9	U		0.04	30.4	v	0.04	30.0	v	

					Weekda	y PM Pe	eak Hou	· (4:00-5:00 F	PM)			Saturda	ay MD F	eak Hou	ur (1:00-2:00	PM)	
				201	7 NO ACTIO	DN	2	017 ACTION			201	7 NO ACTIO	ON	2	2017 ACTION	1	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	LTR	0.34	20.2	С	0.34	20.2	С		0.23	18.9	В	0.23	18.9	В	
	East 124 th Street	NB	TR	0.41	15.0	В	0.41	15.0	В		0.24	13.2	В	0.25	13.2	В	
33	and Park Avenue	SB	TR	0.93	36.0	D	0.94	37.1	D		0.56	17.5	В	0.57	17.6	В	
		Ov	erall	0.67	26.4	С	0.68	26.9	С		0.42	16.7	В	0.42	16.8	в	
	East 124 th Street	EB	LT	0.19	21.1	С	0.19	21.1	С		0.19	21.0	С	0.19	21.0	С	
34	and Madison	NB	TR	0.88	25.6	С	0.89	26.0	С		0.59	15.2	В	0.59	15.3	В	
	Avenue	Ov	erall	0.62	25.0	С	0.62	25.3	С		0.43	16.3	в	0.44	16.4	в	
			L	0.56	32.7	С	0.56	32.7	С		0.47	31.2	С	0.47	31.2	С	
		EB	LR	0.64	23.5	С	0.62	23.5	С								
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	С	0.54	35.0	С	
35	West 124 th Street and Lenox Avenue	WB	LR	0.36	28.5	С	0.38	28.8	С		0.39	29.7	С	0.41	30.1	С	
		NB	Т	0.42	9.9	Α	0.42	9.9	А		0.33	9.0	А	0.33	9.0	А	
		SB	Т	0.41	9.8	Α	0.42	9.9	А		0.55	11.4	В	0.56	11.5	В	
		Ov	erall	0.52	16.7	В	0.5	16.4	В		0.55	15.2	В	0.55	15.3	В	
		EB	LTR	0.66	28.0	С	0.66	27.9	С		0.63	29.4	С	0.63	29.4	С	
	West 124 th Street	NB	TR	0.46	14.8	В	0.47	14.9	В		0.40	12.5	В	0.42	12.6	В	
36	and Adam C.		DefL	0.67	32.0	С	0.71	36.3	D								
	Powell Jr. Boulevard	SB	Т	0.46	15.1	В	0.48	15.3	В								
			LT								0.42	12.7	В	0.43	12.9	В	
			erall	0.66	18.5	В	0.69	18.8	В		0.50	15.8	В	0.51	15.8	В	
	West 124 th Street	EB	LTR	0.8	35.4	D	0.8	35.4	D		0.59	26.1	С	0.59	26.1	С	
37	and Frederick Douglass	NB	TR	0.41	14.9	В	0.42	15.1	В		0.34	14.1	В	0.35	14.2	В	
	Boulevard	SB	LT	0.54	17.1	B	0.56	17.4	B		0.44	15.6	B	0.45	15.7	В	
		EB	erall	0.65	21.2	C	0.66	21.2	C		0.51	17.7	B	0.51	17.7	B	
	West 124 th Street	NB	LTR LTR	0.66	23.8 19.3	C B	0.66	23.8 19.5	C B		0.67	25.3	C B	0.67 0.39	25.3 18.4	C B	
38	and St. Nicholas Avenue-Manhattan										0.38	18.3					
	Avenue	SB	LT	0.74	26.7	С	0.75	28.1	С		0.75	29.6	С	0.76	30.1	С	
		Ove	erall	0.7	24.0	С	0.71	24.2	С		0.71	25.3	С	0.71	25.5	С	
		EB	LTR	0.65	25.4	С	0.65	25.4	С		0.64	25.2	С	0.64	25.2	С	
	East 116 th Street	WB	LTR	0.64	25.2	С	0.64	25.2	С		0.67	26.4	С	0.67	26.4	С	
39	and Park Avenue	NB	LTR	0.76	25.2	C	0.77	25.6	С		0.52	17.9	В	0.52	18.0	В	
		SB	LTR	0.99	52.6	D	0.99	54.0	D		0.83	29.2	C	0.84	29.9	C	
			erall	0.84	32.6	C	0.84	33.1	C		0.76	25.5	C	0.77	25.7	C	
	West 116 th Street	EB WB	LTR LTR	0.73 0.71	32.9 30.7	C C	0.73 0.73	33.2 31.4	C C		0.68	30.8 30.6	C C	0.69 0.72	31.1	C C	
40	and Adam C.	NB	LTR	0.71	12.5	B	0.73	31.4 12.7	В		0.70 0.22	30.6 10.8	B	0.72	31.4 10.9	B	
-U	Powell Jr. Boulevard	SB	LTR	0.4	12.5	B	0.42	12.7	B		0.22	10.0	B	0.23	12.1	B	
	Duisvalu		erall	0.59	20.4	c	0.4	20.6	c		0.34	20.5	c	0.50	20.7	c	
		EB	LTR	0.3	22.5	c	0.31	22.6	C		0.24	21.7	c	0.25	21.8	c	
	West 116 th Street	WB	LTR	0.72	31.8	c	0.74	32.7	C		0.73	32.5	c	0.73	32.7	c	
41	and Frederick	NB	LTR	0.72	23.8	C	0.8	24.8	C		0.63	18.0	B	0.64	18.3	В	
	Douglass Boulevard	SB	LTR	0.5	15.7	В	0.52	16.0	В		0.45	14.5	В	0.46	14.6	В	
			erall	0.76	24.5	С	0.78	25.2	С		0.66	22.4	С	0.67	22.6	С	
		EB	R	0.73	24.4	С	0.79	28.0	С		0.49	28.2	С	0.51	28.6	С	

					Weekda	y PM Pe	eak Hou	r (4:00-5:00 F	PM)			Saturda	ay MD P	eak Hou	ır (1:00-2:00	PM)	
	La construction de la construcción de la construcci	A		201	7 NO ACTIC	ON	2	017 ACTION	l		201	17 NO ACTIO	N	2	017 ACTION	J	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
42	and St. Clair Place	NB	Т	0.25	19.1	В	0.28	19.4	В		0.85	35.7	D	0.87	37.6	D	
		SB	Т	0.79	29.8	С	0.88	35.1	D		0.39	22.6	С	0.40	22.8	С	
		Ov	erall	0.76	24.9	С	0.83	28.3	С		*	30.0	С	*	30.8	С	
							l	UNSIGI	NALIZED	INTERS	ECTIONS						
43	124 th Street and	SB	L	0.26	11.0	В	0.26	11.0	В		0.27	11.0	В	0.27	11.0	В	
43	5 th Avenue	50	R	0.84	26.9	D	0.84	27.5	D		0.49	13.1	В	0.50	13.2	В	
44	East 124 th Street and Mt. Morris Park West	WB	L	0.4	9.0	A	0.4	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, SB=southbound, EB=eastbound, WB=westbound

L=exclusive left-turn, T= exclusive through, R=exclusive right-turn, LTR=shared left-through-right, TR=shared through/right-turn lane, LT=shared left-turn/through lane LR=shared left-turn/right-turn, DefL=defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

* HCS does not provide v/c calculation for this intersection

135th Street Corridor

- West 135th Street/Lenox Avenue During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 66.1 seconds/vehicle (LOS "E") under the No-Action condition to 106.8 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.3 seconds/vehicle (LOS "D") under the No-Action condition to <u>87.4</u> seconds/vehicle (LOS "E") under the Action condition. Also, delays for vehicles on the westbound approach are projected to increase from 11<u>4.6</u> seconds/vehicle (LOS "F") under the No-Action condition to <u>131.9</u> seconds/vehicle (LOS "F") under the Action condition.
- West 135th Street/Adam Clayton Powell Jr. Boulevard During the weekday PM peak hour, delays for <u>south</u>bound left-turns are projected to increase from <u>34.2</u> seconds/vehicle (LOS "<u>C</u>") under the No-Action condition to <u>59.7</u> seconds/vehicle (LOS "E") under the Action condition.

126th Street Corridor

- <u>East 126th Street/Third Avenue During the Saturday midday peak hour, delays for</u> vehicles on the northbound approach are projected to increase from 10.6 seconds/vehicle (LOS "B") under the No-Action condition to 107.0 seconds/vehicle (LOS "F") under the Action condition.
- <u>East 126th Street/Lexington Avenue</u> During the Saturday midday peak hour, delays <u>for</u> <u>vehicle on the westbound approach</u> are projected to increase from <u>162.7</u> seconds/vehicle (LOS "<u>F</u>") under the No-Action condition to <u>165.7</u> seconds/vehicle (LOS "F") under the Action condition.
- West 126th Street/Lenox Avenue During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 48.2 seconds/vehicle (LOS "D") under the No-Action condition to 59.1 seconds/vehicle (LOS "E") under the Action condition. During the weekday PM peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 53.7 seconds/vehicle (LOS "D") under the Action condition to 61.5 seconds/vehicle (LOS "E") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 53.7 seconds/vehicle (LOS "D") under the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 90.8 seconds/vehicle (LOS "E") under the No-Action condition to 103.8 seconds/vehicle (LOS "F") under the Action condition.
- West 126th Street/St. Nicholas Avenue During the weekday PM peak hour, delays for vehicles on the northbound approach are projected to increase from 10<u>3.4</u> seconds/vehicle (LOS "F") under the No-Action condition to 1<u>07.3</u> seconds/vehicle (LOS "F") under the Action condition. <u>During the Saturday midday peak hour, delays for vehicles on the northbound approach are projected to increase from 70.9 seconds/vehicle (LOS "E") under the No-Action condition to 76.9 seconds/vehicle (LOS "E") under the Action condition to 76.9 seconds/vehicle (LOS "E") under the Action condition to 76.9 seconds/vehicle (LOS "E") under the Action condition to 76.9 seconds/vehicle (LOS "E") under the Action condition.
 </u>

<u>West 126th Street/Morningside Avenue</u> – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 147.0 seconds/vehicle (LOS "F") under the No-Action condition to 151.1 seconds/vehicle (LOS "F") under the Action condition.

125th Street Corridor

- <u>East 125th Street/First Avenue During the weekday PM peak hour, delays for vehicles</u> on the eastbound approach are projected to increase from 34.0 seconds/vehicle (LOS "C") under No-Action conditions to 45.3 seconds/vehicle (LOS "D") under Action conditions.
- East 125th Street/Second Avenue
 - During the weekday AM peak hour, <u>delays for vehicles on the westbound</u> <u>approach are projected to increase from 121.7 seconds/vehicle (LOS "F") under</u> <u>the No-Action condition to 170.7 seconds/vehicle (LOS "F") under the Action</u> <u>condition. In addition, delays for vehicles on the southbound Tri-Borough Bridge</u> off-ramp are projected to increase from 2<u>18.2</u> seconds/vehicle (LOS "F") under the No-Action condition to 2<u>2</u>7.0 seconds/vehicle (LOS "F") under the Action condition.
 - During the weekday midday peak hour, delays for vehicles on the <u>westbound</u> approach are projected to increase from <u>50.9</u> seconds/vehicle (LOS "<u>D</u>") under the No-Action condition to <u>88.6</u> seconds/vehicle (LOS "<u>F</u>") under the Action condition.
 - During the weekday PM peak hour, all approaches are significantly impacted. 0 Delays for vehicles on the eastbound approach are projected to increase from 47.9 $(LOS "\underline{D}")$ under the No-Action condition to seconds/vehicle 68.1 seconds/vehicle (LOS "E") under the Action condition. In addition, delays for vehicles on the westbound approach are projected to increase from 78.6 seconds/vehicle (LOS "E") under the No-Action condition to 174.4 seconds/vehicle (LOS "F") under the Action condition. Delays for vehicles on the southbound Second Avenue approach are projected to increase from 55.4 seconds/vehicle (LOS "E") under the No-Action condition to 61.1 seconds/vehicle (LOS "E") under the Action condition. Finally, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 120.2 seconds/vehicle (LOS "F") under the No-Action condition to 139.0 seconds/vehicle (LOS "F") under the Action condition.
 - During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from <u>381.3</u> seconds/vehicle (LOS "<u>F</u>") under the No-Action condition to <u>532.1</u> seconds/vehicle (LOS "<u>F</u>") under the Action condition. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from <u>57.7</u> seconds/vehicle (LOS "<u>F</u>") under the

No-Action condition to $\underline{80.2}$ seconds/vehicle (LOS " \underline{F} ") under the Action condition.

- East 125th Street/Third Avenue
 - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from <u>115.4</u> seconds/vehicle (LOS "<u>F</u>") under the No-Action condition to <u>184.5</u> seconds/vehicle (LOS "F") under the Action condition.
 - During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from <u>314.4</u> seconds/vehicle (LOS "F") under the No-Action condition to <u>460.7</u> seconds/vehicle (LOS "F") under the Action condition.
 - During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from <u>810.9</u> seconds/vehicle (LOS "F") and 4<u>7.3</u> seconds/vehicle (LOS "D") respectively under the No-Action condition, to <u>over 956.3</u> seconds/vehicle (LOS "F") and <u>91.2</u> seconds/vehicle (LOS "F") respectively under the Action condition.
 - During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from <u>353.9</u> seconds/vehicle (LOS "F") and <u>37.9</u> seconds/vehicle (LOS "D") respectively under the No-Action condition, to <u>over 389.0</u> seconds/vehicle (LOS "F") and <u>80.2</u> seconds/vehicle (LOS "F") respectively under the Action condition.
- East 125th Street/Lexington Avenue
 - During the weekday AM peak hour, <u>delays for vehicles on the eastbound</u> <u>approach are projected to increase from 41.1 seconds/vehicle (LOS "D") under</u> the No-Action condition to 51.3 seconds/vehicle under the Action condition. In <u>addition</u>, delays for vehicles on the westbound approach are projected to increase from 322.6 seconds/vehicle (LOS "F") under the No-Action condition to 412.1 seconds/vehicle (LOS "F") under the Action condition.
 - During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from <u>68.6</u> seconds/vehicle (LOS "<u>E</u>") and 29<u>2.2</u> seconds/vehicle (LOS "F") respectively under the No-Action condition, to <u>107.1</u> seconds/vehicle (LOS "<u>F</u>") and <u>411.2</u> seconds/vehicle (LOS "F") respectively under the Action condition.
 - During the weekday PM peak hour, delays for vehicles on the eastbound <u>and</u> <u>westbound</u> approaches are projected to increase from <u>278</u>.0 seconds/vehicle (LOS "F") <u>and 294.2 seconds/vehicle (LOS "F") respectively</u> under the No-Action condition, to <u>356.1 seconds/vehicle (LOS "F") and 405.1</u> seconds/vehicle (LOS "F") <u>respectively</u> under the Action condition.

- During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from $\underline{72.2}$ seconds/vehicle (LOS " $\underline{\underline{E}}$ ") under the No-Action condition to $\underline{117.8}$ seconds/vehicle (LOS " $\underline{\underline{F}}$ ") under the Action condition.
- <u>East 125th Street/Park Avenue</u> During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 36.0 seconds/vehicle (LOS "D") under the No-Action condition to <u>66.6</u> seconds/vehicle (LOS "<u>E</u>") under the Action condition. <u>During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 28.7 seconds/vehicle (LOS "C") under the No-Action condition to <u>58.2 seconds/vehicle (LOS "E") under the Action condition.</u> During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from <u>136.3</u> seconds/vehicle (LOS "F") <u>and 33.9</u> <u>seconds/vehicle (LOS "F") respectively</u> under the No-Action condition, to <u>188.3</u> seconds/vehicle (LOS "F") <u>and 87.6 seconds/vehicle (LOS "F") respectively</u>, under the Action condition.
 </u>
- <u>East 125th Street/Madison Avenue</u> During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from <u>52.0</u> seconds/vehicle (LOS "<u>D</u>") under the No-Action condition to <u>100</u>.6 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from <u>147.6</u> seconds/vehicle (LOS "F") under the No-Action condition to <u>260.0</u> seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from <u>125.3</u> seconds/vehicle (LOS "F") under the No-Action condition to 20<u>3.7</u> seconds/vehicle (LOS "F") under the Action condition.
- <u>125th Street/Fifth Avenue</u> <u>During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.5 seconds/vehicle (LOS "D") under the No-Action condition to 45.6 seconds/vehicle (LOS "D") under the Action <u>condition.</u> During the weekday PM peak hour, delays for vehicles on the eastbound <u>and westbound</u> approaches are projected to increase from <u>152.3</u> seconds/vehicle (LOS "F") <u>and 30.0 seconds/vehicle (LOS "C") respectively</u> under the No-Action condition, to <u>224.6</u> seconds/vehicle (LOS "F") <u>and 74.7 seconds/vehicle (LOS "E") respectively</u>, under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from <u>132.7</u> seconds/vehicle (LOS "F") and <u>222.9</u> seconds/vehicle (LOS "F") respectively, under the No-Action condition to <u>450.3</u> seconds/vehicle (LOS "F") and <u>293.5</u> seconds/vehicle (LOS "F") respectively, under the Action condition to <u>450.3</u> seconds/vehicle (LOS "F") and <u>293.5</u> seconds/vehicle (LOS "F") respectively, under the Action condition.
 </u>
- West 125th Street/Lenox Avenue During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 74.0 seconds/vehicle (LOS "E") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 28.5 seconds/vehicle (LOS "C") under the No-Action condition to 61.7 seconds/vehicle (LOS "E") under the Action condition.

During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 504.7 seconds/vehicle (LOS "F") and 657.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 554.0 seconds/vehicle (LOS "F") and 758.2 seconds/vehicle (LOS "F") respectively, under the Action condition.

- West 125th Street/Adam Clayton Powell Jr. Boulevard During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 125.2 seconds/vehicle (LOS "F") and 50.8 seconds/vehicle (LOS "D") respectively, under the No-Action condition to 193.9 seconds/vehicle (LOS "F") and 159.9 seconds/vehicle (LOS "F") respectively, under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle (LOS "F") and 130.0 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 395.0 seconds/vehicle (LOS "F") and 323.4 seconds/vehicle respectively, under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle respectively, under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle (LOS "F") and 130.0 seconds/vehicle (LOS "F") and 323.4 seconds/vehicle respectively, under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 441.4 seconds/vehicle (LOS "F") and 325.0 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 520.8 seconds/vehicle (LOS "F") and 452.0 seconds/vehicle (LOS "F") respectively, under the Action condition.
- <u>West 125th Street/Frederick Douglass Boulevard</u> During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from <u>48.4</u> seconds/vehicle (LOS "D") under the No-Action condition to <u>97.5</u> seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from <u>329.7</u> seconds/vehicle (LOS "F") and <u>585.8</u> seconds/vehicle (LOS "F") respectively, under the No-Action condition to <u>359.5</u> seconds/vehicle (LOS "F") and <u>614.6</u> seconds/vehicle (LOS "F") respectively, under the Action condition.
- <u>West 125th Street/St. Nicholas Avenue</u> During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 55.<u>7</u> seconds/vehicle (LOS "E") under the No-Action condition to <u>87.7</u> seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 20<u>7.8</u> seconds/vehicle (LOS "F") under the No-Action condition to 26<u>1.0</u> seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles on the eastbound approaches are projected to increase from <u>112.0</u> seconds/vehicle (LOS "F") and <u>88.7</u> seconds/vehicle (LOS "F") respectively, under the No-Action condition to <u>134.3</u> seconds/vehicle (LOS "F") and <u>95.8</u> seconds/vehicle (LOS "F") respectively, under the Action condition.
- <u>West 125th Street/Morningside Avenue</u> During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 1<u>11.3</u> seconds/vehicle (LOS "F") under the No-Action condition to 1<u>17.8</u> seconds/vehicle (LOS "F") under the Action condition.

- West 125th Street/Amsterdam Avenue During the weekday AM peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 89.6 seconds/vehicle (LOS "F") under the No-Action condition to 137.2 seconds/vehicle (LOS "F") under the Action condition. During the weekday PM peak hour, delays for vehicles in the eastbound left-turn and through/right-turn lane groups are projected to increase from 47.3 seconds/vehicle (LOS "D") and 42.8 seconds/vehicle (LOS "D") respectively, under the No-Action condition to <u>66.1</u> seconds/vehicle (LOS " \underline{E} ") and <u>50.9</u> seconds/vehicle (LOS "D") respectively, under the Action condition. In addition, during the weekday PM peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 125.0 seconds/vehicle (LOS "F") under the No-Action condition to 128.6 seconds/vehicle (LOS "F") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the eastbound left-turn and through/right-turn lane groups are projected to increase from 101.3 seconds/vehicle (LOS "F") and 154.1 seconds/vehicle (LOS "F") respectively, under the No-Action condition to 109.6 seconds/vehicle (LOS "F") and 172.3 seconds/vehicle (LOS "F") respectively, under the Action condition. In addition, delays for vehicles in the westbound through/right-turn lane group are projected to increase from 95.4 seconds/vehicle (LOS "F") under the No-Action condition to 99.5 seconds/vehicle (LOS "F") under the Action condition.
- West 125th Street/Broadway During the weekday PM peak hour, delays for vehicles in the eastbound left-turn lane are projected to increase from <u>38.9</u> seconds/vehicle (LOS "<u>D</u>") under the No-Action condition to <u>49.4</u> seconds/vehicle (LOS "<u>D</u>") under the Action condition.
- West 125th Street/12th Avenue During the weekday midday peak hour, delays for vehicles in the southbound left-turn lane are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 55.7 seconds/vehicle (LOS "E") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the southbound left-turn lane are projected to increase from 95.2 seconds/vehicle (LOS "<u>F</u>") under the No-Action condition to 107.7 seconds/vehicle (LOS "<u>F</u>") under the Action condition.

3.15.4 RECOMMENDED MITIGATION MEASURES

This section presents potential transportation-related improvement measures that address the significant adverse traffic impacts that would occur as a result of the proposed action. It should be noted that one of the recommended mitigation measures described below is the prohibition of eastbound and westbound left-turns on 125th Street from 7:00 AM to 7:00 PM, Monday through Saturday, between Third Avenue and Amsterdam Avenue (As shown in Figures 3.15-18 to 3.15-21). Because of the localized re-routing of traffic that would result from implementation of this particular mitigation measure, additional traffic impacts are generated on the study area roadway network. Therefore, the mitigation measures described below mitigate all significant traffic impacts, resulting from the proposed Action and the re-routing of traffic associated with the eastbound and westbound left-turn prohibitions on 125th Street.

135th Street Corridor

- <u>West 135th Street/Lenox Avenue</u> Re-allocate three seconds of green time from the north-south phase to the east-west phase during the weekday <u>AM and</u> PM peak periods.
- West 135th Street/Adam Clayton Powell Jr. Boulevard
 - Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet south of West 135th Street during the weekday PM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Adam Clayton Powell Jr. Boulevard, south of West 135th Street, during the weekday PM peak period.
 - Re-allocate <u>four</u> seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.
 - With these improvements, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. However, re-allocating six seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period would mitigate this impact.

126th Street Corridor

- East 126th Street/Lexington Avenue
 - <u>Prohibit on-street parking along the south side of East 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lexington Avenue during all peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of East 126th Street, east of Lexington Avenue, during all four peak periods.
 </u>

- Re-allocate <u>four</u> seconds of green time from the southbound phase to the westbound phase during <u>all four</u> peak <u>periods</u>.
- <u>126th Street/Park Avenue</u>
 - Re-allocate <u>four</u> seconds of green time from the north-south phase to the westbound phase during the weekday AM and <u>midday</u> peak periods.
 - <u>Re-allocate two seconds of green time from the north-south phase to the</u> westbound phase during the weekday PM peak period.
- <u>126th Street/Fifth Avenue</u>
 - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Fifth Avenue during the weekday midday and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of Fifth Avenue, during these two peak periods.
 - Re-allocate four seconds of green time from the southbound phase to the westbound phase during the weekday AM, <u>weekday PM, and Saturday midday</u> peak hours.
- <u>West 126th Street/Lenox Avenue</u>
 - Prohibit on-street parking along the <u>north</u> side of 126th Street to accommodate westbound <u>right-</u>turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lenox Avenue during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the <u>north</u> side of 126th Street, east of Lenox Avenue, during these peak periods.
 - <u>Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 126th Street during the weekday AM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 126th Street during the weekday AM peak period.
 </u>
 - <u>Re-allocate two four seconds of green time from the westbound phase and six</u> seconds of green time from to the north-south phase, to the lagging northbound phase, during the weekday AM, weekday PM, and Saturday midday peak period.
 - <u>Re-allocate four seconds of green time from the westbound phase and four seconds of green time from the north-south phase, to the lagging northbound phase, during the weekday midday peak period.</u>

- <u>Re-allocate two seconds of green time from the westbound phase and eight</u> seconds of green time from to the north-south phase, to the lagging northbound phase, during the weekday PM midday peak period.
- With these improvements, an unmitigated impact will remain during the weekday AM, weekday PM, and Saturday midday peak hours for northbound left-turns. However, re-allocating six seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period, eight seconds during the weekday PM peak period, and five seconds during the Saturday midday peak period would mitigate this impact.
- <u>The impact to the northbound left-turn movement at the West 126th Street/Lenox</u> <u>Avenue intersection during the weekday AM peak hour results from mitigation to</u> <u>prohibit eastbound and westbound left-turns along 125th Street, and not as a result</u> <u>of the changes between the No-Action and Action conditions. The magnitude of</u> <u>the impacts to this movement during the weekday PM and Saturday midday peak</u> <u>hours increased as a result of the left-turn prohibition.</u>
- <u>West 126th Street/Frederick Douglass Boulevard</u>
 - Re-allocate <u>three</u> seconds of green time from the north-south phase to the westbound phase during the weekday AM, midday, <u>and PM</u> peak periods.
 - Re-allocate <u>four</u> seconds of green time from the north-south phase to the westbound phase during the weekday Saturday midday peak period.
- <u>West 126th Street/St. Nicholas Avenue</u>
 - <u>Re-stripe the northbound approach to accommodate one exclusive left-turn lane</u> and one exclusive through lane.
 - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of St. Nicholas Avenue during the weekday AM and weekday PM peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of St. Nicholas Avenue, during these two peak periods.
 - Re-allocate <u>one</u> second of green time from the westbound phase to the north-south phase, during the weekday <u>midday</u> peak period.
- West 126th Street/Morningside Avenue
 - Re-allocate <u>four</u> seconds of green time from the north-south phase to the westbound phase during the weekday AM peak period.
 - Re-allocate <u>three</u> seconds of green time from the north-south phase to the westbound phase during the weekday midday, <u>weekday PM</u>, and Saturday midday peak periods.

125th Street Corridor

- <u>Prohibit left-turns on 125th Street</u> Install signage to prohibit eastbound and westbound left-turns for all vehicles except buses at all intersections along 125th Street between Amsterdam Avenue and <u>Third</u> Avenue (inclusive) between the hours of 7:00 AM and 7:00 PM Monday through Saturday. (Figures 3.15-18 through 3.15-21 show the revised Action traffic volumes during each of the four peak hours with these left-turn prohibitions in place.)
- <u>East 125th Street/First Avenue Re-allocate one second of green time from the</u> northbound phase to the eastbound phase during the weekday PM peak period.
- East 125th Street/Second Avenue
- Re-allocate three seconds of green time from the southbound phase, with one second of green time to the Tri-Borough Bridge off-ramp, and two seconds of green time to the east-west phase during the weekday AM peak period.
 - <u>Re-allocate three seconds of green time from the southbound phase to the east-</u><u>west phase during the weekday midday peak period.</u>
 - Re-allocate five seconds of green time from the southbound phase, with two seconds of green time to the Tri-Borough Bridge off-ramp, and three seconds of green time to the east-west phase during the Saturday midday peak period.
 - During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. It should be noted that the Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane. Even with this measure—and additional on-street parking removal along the north side of 125th Street (i.e. in the westbound direction)—the significant adverse impacts at this intersection would not be mitigated during the weekday PM peak hour. Widening of the 125th Street, Second Avenue, and the Tri-borough Bridge off-ramp approaches were also not considered due to the potential impacts on right-of-way and the need for property acquisition. As such, an unmitigated impact remains at this intersection during the weekday PM peak hour.
- East 125th Street/Third Avenue
 - Re-allocate three seconds of green time from the northbound phase to the eastwest phase during the weekday <u>AM and midday</u> peak period.
 - <u>Re-allocate four seconds of green time from the northbound phase to the east-west</u> <u>phase during the weekday PM peak period. With this improvement, an</u>

unmitigated impact will remain during the weekday PM peak hour on the westbound approach. However, re-allocating six seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period would mitigate this impact. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- <u>Re-allocate four seconds of green time from the northbound phase to the east-west</u> <u>phase during the Saturday midday peak period.</u>
- East 125th Street/Lexington Avenue
 - Re-allocate <u>four</u> seconds of green time from the southbound phase to the eastwest phase during the weekday <u>AM</u> peak period.
 - <u>Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating nine seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period would mitigate this impact.</u>
 - <u>Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating 11 seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period would mitigate this impact.</u>
 - <u>Re-allocate four seconds of green time from the southbound phase to the east-west phase during the Saturday midday peak period.</u> With this improvement, an unmitigated impact will remain during the Saturday midday peak hour on the westbound approach. However, re-allocating five seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period would mitigate this impact.
 - <u>Removal of on-street parking on 125th Street was considered during the weekday</u> <u>midday, weekday PM, and Saturday midday peak periods, but not recommended</u> <u>as a viable mitigation measure.</u>
- <u>125th Street/Fifth Avenue</u>
 - Re-allocate two seconds of green time from the east-west phase to the southbound phase during the weekday AM peak period.
 - <u>Re-allocate three seconds of green time from the east-west phase to the</u> southbound phase during the weekday PM peak period.

- <u>West 125th Street/Lenox Avenue</u>
 - <u>Prohibit on-street parking along the west side of Lenox Avenue for a distance of approximately 100 feet north of West 125th Street during the weekday AM peak period, to accommodate southbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 125th Street, during the weekday AM peak period.
 </u>
 - Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Lenox Avenue, south of West 125th Street, during the weekday PM peak period.
 - <u>Re-allocate four seconds of green time from the north-south phase to the east-west</u> <u>phase during the weekday PM peak period.</u>
 - <u>Re-allocate one second of green time from the east-west phase to the north-south</u> <u>phase during the Saturday midday peak period.</u>
- West 125th Street/St. Nicholas Avenue
 - Re-allocate three seconds of green time from the east-west phase to the northsouth phase during the weekday AM peak period.
 - Re-allocate <u>four</u> seconds of green time from the east-west phase to the north-south phase during the weekday midday <u>and Saturday midday</u> peak periods.
 - <u>Re-allocate four seconds of green time from the east-west phase to the north-south</u> <u>phase during the weekday PM peak period. With this improvement, an</u> <u>unmitigated impact will remain during the weekday PM peak hour on the</u> <u>northbound approach.</u>
- <u>West 125th Street/Morningside Avenue</u>
 - Re-allocate <u>three</u> seconds of green time from the east-west phase to the northsouth phase during the weekday AM peak period.
- <u>West 125th Street/Amsterdam Avenue</u>
 - Re-allocate <u>two</u> seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.
- <u>West 125th Street/Broadway</u>
 - Re-allocate one-<u>half</u> second of green time from the <u>north-south through</u> phase, <u>and one-half second of green time from the north-south left-turn phase</u>, to the east-west phase during the weekday PM peak period. (It should be noted that the

signal timing parameters provided in the Manhattanville EIS, and used as a basis for this analysis, shows signal timing in one-half second increments.)

- West 125th Street/12th Avenue
 - <u>Re-allocate two seconds of green time from the westbound phase to the</u> southbound leading phase during the weekday midday peak period.
 - <u>Re-allocate one second of green time from the westbound phase to the</u> <u>southbound leading phase during the Saturday midday peak period.</u>

124th Street Corridor

- East 124th Street/Lexington Avenue
 - Prohibit on-street parking along the east side of Lexington Avenue between East 125th Street and East 124th Street during the weekday AM, weekday PM, and Saturday peak periods, to accommodate southbound left-turns in a separate lane. This change would result in the loss of approximately 10 existing parking spaces along the east side of Lexington Avenue, between East 124th Street and East 125th Street, during these <u>three</u> peak periods.
- <u>West 124th Street/Frederick Douglass Boulevard</u> Re-allocate <u>one</u> second of green time from the north-south phase to the eastbound phase during the weekday PM peak period.
- West 124th Street/St. Nicholas Avenue
 - <u>Re-stripe the southbound approach to accommodate one exclusive left-turn lane</u> and one exclusive through lane.

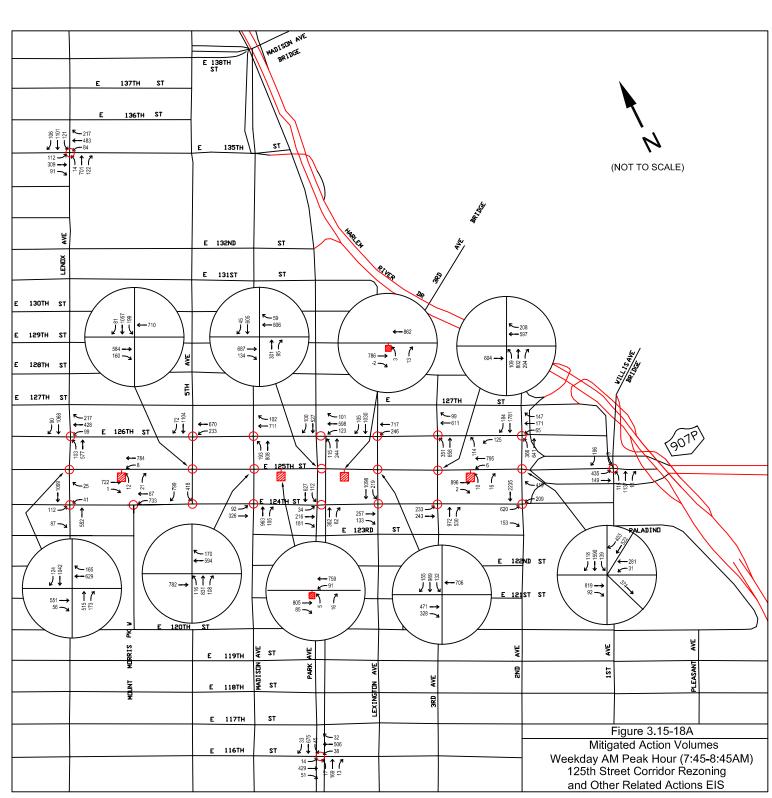
116th Street Corridor

• <u>West 116th Street/Adam Clayton Powell Jr. Boulevard</u> – Re-allocate <u>two</u> seconds of green time from the north-south phase to the east-west phase during the weekday AM peak period.

Table 3.15-8 compares the results of the traffic analyses under year 2017 Mitigated Action and No-Action conditions during each peak hour. As shown in Table 3.15-8, significant adverse <u>traffic</u> impacts <u>would remain at the following intersections</u>, with implementation of the proposed mitigation measures described above:

- <u>West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)</u>
- West 126th Street/Lenox Avenue (weekday AM, weekday PM, and Saturday midday peak <u>hours)</u>
- <u>East 125th Street/Second Avenue (weekday PM peak hour)</u>
- East 125th Street/.Third Avenue (weekday PM peak hour)
- <u>East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)</u>
- <u>West 125th Street/St. Nicholas Avenue (weekday PM peak hour)</u>

Application and implementation of the traffic engineering improvements described above would require approval from NYCDOT. <u>As shown in the February 2008 memorandum from Urbitran to NYCDOT (see Appendix "I"), the</u> proposed mitigation measures <u>have been either approved</u> <u>by NYCDOT or addressed herein as part of the FEIS.</u> In the absence of the approval and implementation of the proposed mitigation measures, the identified significant adverse impacts would remain.



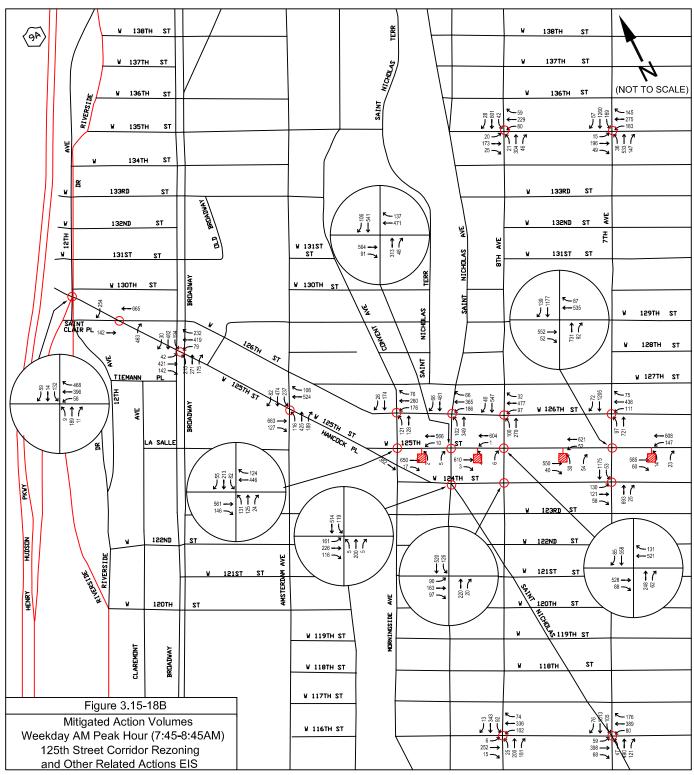
All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

- W.125th Street and Adam C. Powell Jr. Boulevard no northbound and southbound left-turns
- W.125th Street and Fredrick Douglass Boulevard no northbound and southbound left-turns
- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns

-Sub-Area Centroid



All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

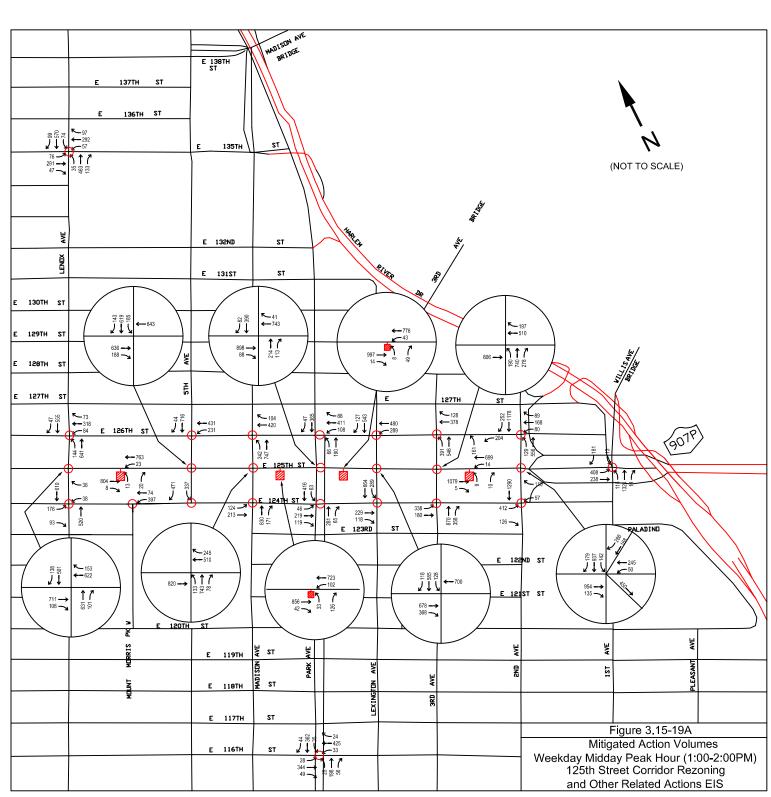
W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

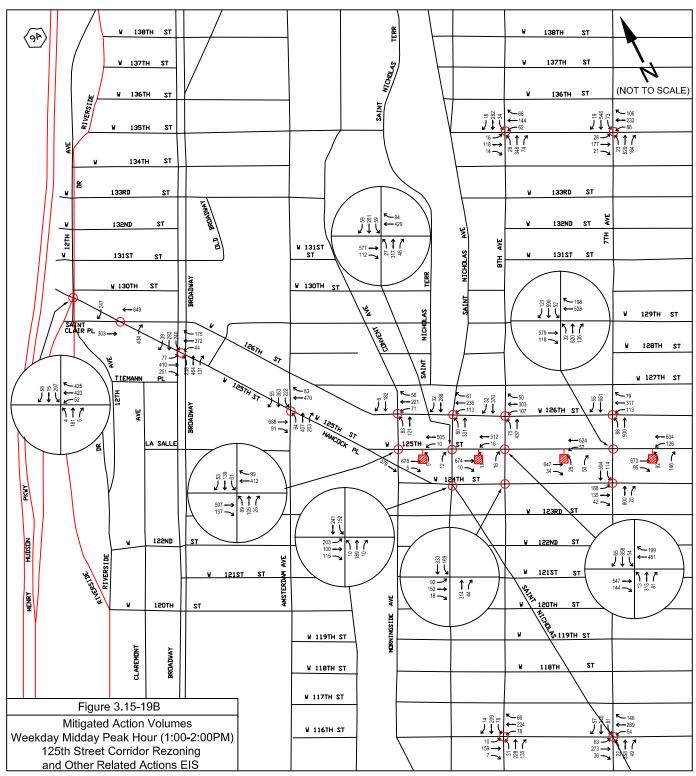


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

💹 -Sub-Area Centroid

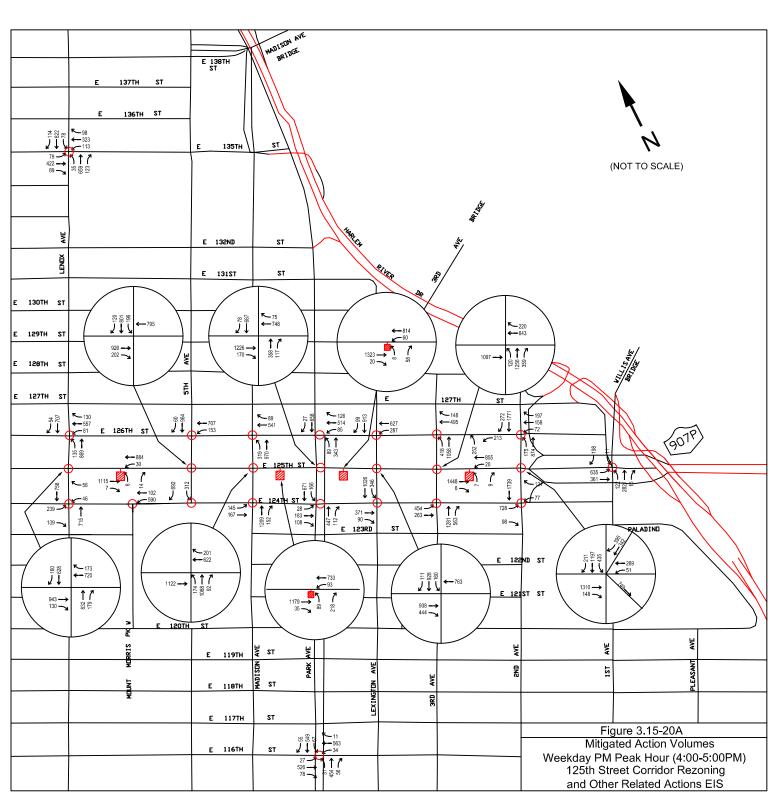


All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

Sub-Area Centroid



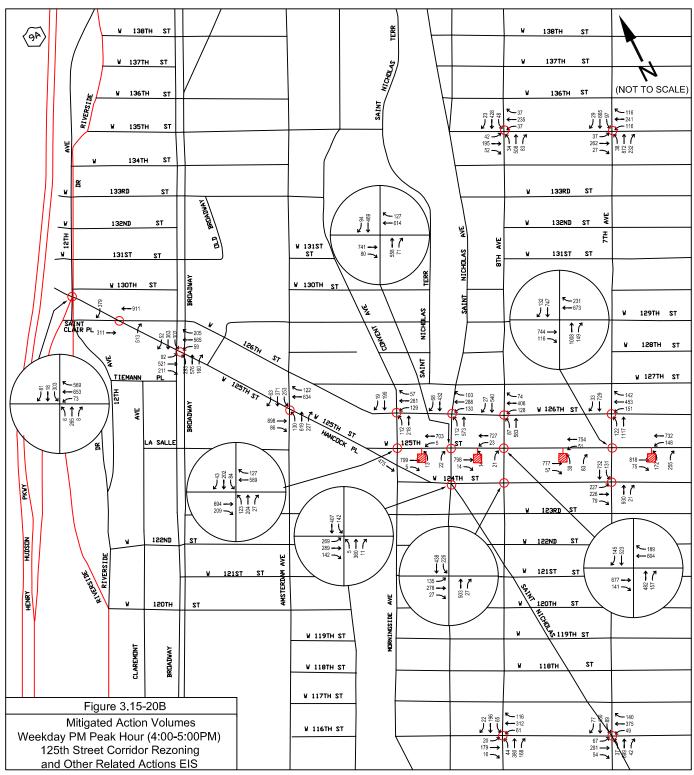
All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

- W.125th Street and Adam C. Powell Jr. Boulevard no northbound and southbound left-turns
- W.125th Street and Fredrick Douglass Boulevard no northbound and southbound left-turns
- W.125th Street and St. Nicholas Avenue no northbound and southbound left-turns

-Sub-Area Centroid

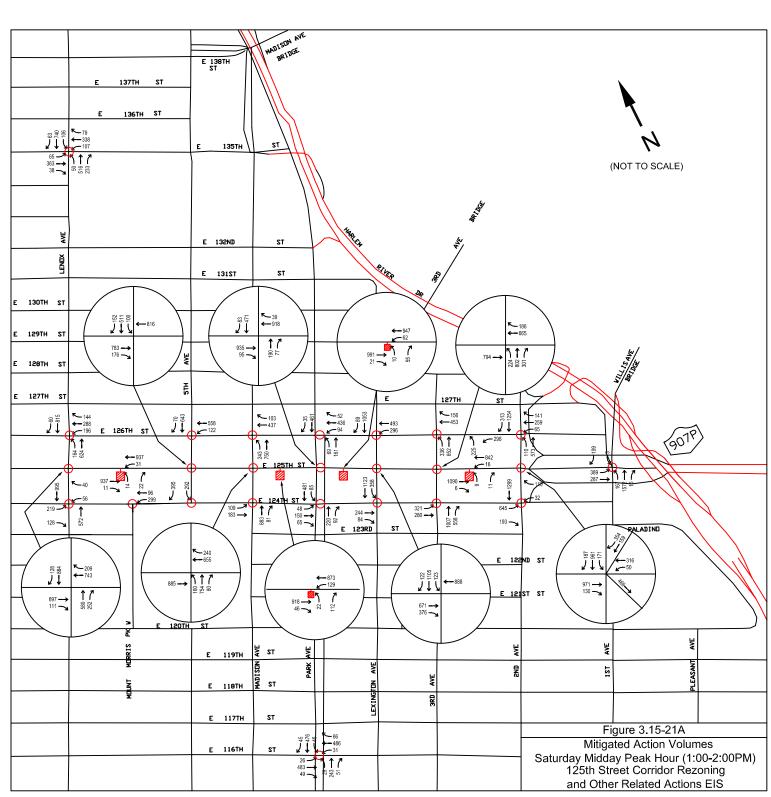


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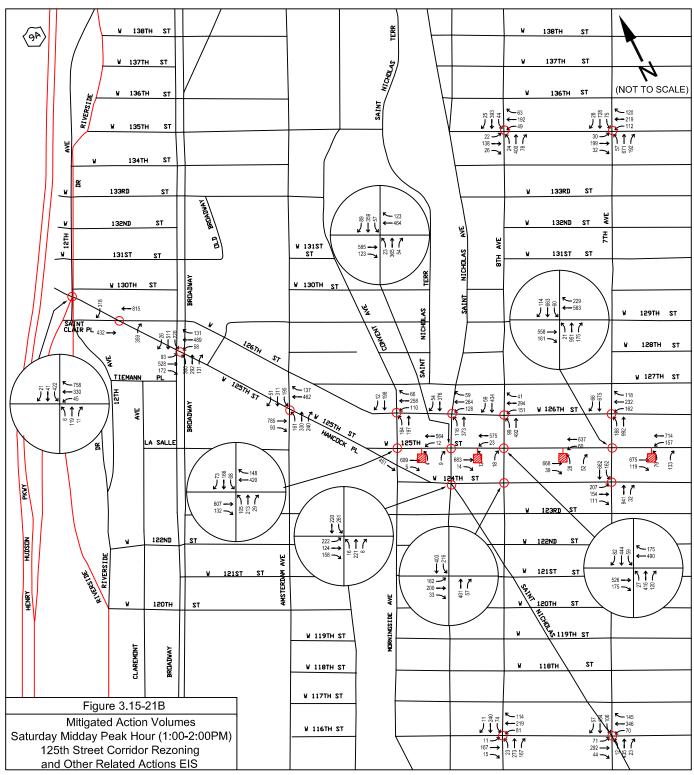


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Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid



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Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

					Weekd	ay AM Pe	eak Hour	(7:45-8:45	AM)			Weeko	day MD Pe	eak Hour	(1:00-2:00 F	PM)]
				201	7 NO ACTIO		2017 40				20	17 NO ACTI	ON	2017 40	CTION LEFT		
No	Intersection	Approach	Movement	201	7 NO ACTI		2017 AC		TURN		20			2017 A		-TURN	
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
			<u> </u>		-	SIG	NALIZEC		CTIONS		<u>.</u>	<u> </u>		<u> </u>	<u> </u>		
			LTR				0.96	56.9	E		0.69	31.1	С	0.87	44.0	D	
		EB	DefL	1.11	147.8	F											
			TR	0.87	47.2	D											
		WB	LTR	1.02	66.1	E	1.00	60.1	E		0.73	32.3	С	0.75	33.3	С	
1	West 135 th Street and		L	0.22	14.8	В	0.27	19.3	В		0.19	11.7	В	0.19	11.9	В	
	Lenox Avenue	NB	TR	0.58	15.4	В	0.63	18.0	В		0.45	13.4	В	0.45	13.3	В	
			L	0.59	24.5	С	0.66	32.3	С		0.30	13.8	В	0.30	13.8	В	
		SB	TR	0.77	19.8	В	0.84	24.6	С		0.46	13.5	В	0.47	13.7	В	
		Ov	erall	0.90	36.9	D	0.91	36.1	D		0.57	20.7	С	0.63	23.6	С	
		EB	LTR	0.57	28.8	С	0.63	30.9	С		0.50	27.0	С	0.61	30.9	С	
		WB	L	0.88	64.1	Е	0.89	65.8	Е		0.44	28.3	С	0.45	28.6	С	
			TR	0.98	68.2	Е	0.98	68.2	Е		0.84	44.1	D	0.84	44.1	D	
			LTR	0.48	13.6	В	0.48	13.7	В		0.45	13.3	В	0.47	13.6	В	
2	West 135 th Street and Adam C. Powell Jr.	NB	LT														
-	Boulevard		R														
			DefL														
		SB	TR														
			LTR	0.88	24.3	С	0.90	26.5	С		0.35	12.0	В	0.36	12.1	В	
		Ov	erall	0.92	30.2	С	0.94	31.5	С		0.60	20.6	С	0.61	21.0	С	
		EB	LTR	0.73	27.8	С	0.43	27.8	С		0.23	25.1	С	0.23	25.2	С	
	West 135 th Street and	WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	Е	
3	Frederick Douglass Boulevard	NB	LTR	0.29	9.2	A	0.30	9.3	A		0.33	9.6	A	0.34	9.7	A	
	Douiovara	SB	LTR	0.45	10.9	В	0.46	10.9	В		0.24	8.8	A	0.25	8.9	A	
			erall	0.68	33.9	С	0.69	33.7	С		0.54	25.6	С	0.54	25.4	С	
		WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	С	0.53	32.5	С	
	East 126 th Street and	NB	L	1.06	98.6	F	1.06	98.6	F		0.48	37.2	D	0.48	37.2	D	
4	2 nd Avenue	SB	Т	0.93	57.5	E C	0.93	57.5	E C		1.02	77.2	E C	1.02	77.2	E C	
		-	TR erall	0.67	23.5		0.69	23.7			0.45	20.3		0.45	20.4		
		WB	TR	0.76 0.70	39.9 28.7	D	0.77 0.69	39.8 28.6	D		0.61 0.42	36.0 23.6	D	0.61 0.43	35.8 23.6	D	
5	East 126 th Street and	NB	LT	0.70	20.7 11.4	В	0.89	11.9	В		0.42	11.2	В	0.43	11.7	В	
ľ	3 rd Avenue		erall	0.31	19.0	B	0.30	18.6	B		0.27	15.7	B	0.34	15.5	B	
			LT	1.14	174.1	F					1.14	111.3	F				
		WB	L				0.45	22.9	С					0.55	24.8	С	┣───┤
	East 126 th Street and	VV D															┣───┤
6	Lexington Avenue		Т				0.99	117.5	F					0.63	26.1	С	
		SB	TR	0.73	19.9	В	0.80	25.5	С		0.51	14.3	В	0.56	17.4	В	
		1	erall	0.90	83.7	F	0.88	56.3	E		0.75	59.7	E	0.59	21.7	С	
		WB	LTR	0.98	75.6	E	0.98	66.2	E		0.78	36.7	D	0.77	32.9	С	
			DefL	0.38	12.7	В	0.43	16.1	В								
7	East 126 th Street and	NB	Т	0.35	10.7	В	0.38	13.1	В								
	Park Avenue		TH								0.22	9.1	A	0.24	11.2	В	
		SB	TR	0.42	10.9	В	0.45	13.3	В		0.26	9.3	A	0.28	11.5	В	
		-	erall	0.61	37.2	D	0.66	36.8	D		0.44	21.6	C	0.47	21.8	C	
	East 126 th Street and	WB	TR	0.85	35.9	D	0.84	35.5	D		0.56	26.1	С	0.56	26.2	С	┣───┤
8	Madison Avenue	NB	LT	0.61	15.8	В	0.69	17.5	В		0.55	14.7	В	0.65	16.7	В	
		Ov	erall	0.70	25.5	С	0.75	25.6	С		0.55	19.2	В	0.62	20.1	С	

Table 3.15-8
Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions
125th Street Re-Zoning - Manhattan, New York

<u> </u>					Weekd	ay AM Pe	eak Hour	(7:45-8:45	AM)			Weeko	day MD Pe	eak Hour	(1:00-2:00 F	PM)	
				201	7 NO ACTI	ON	2017 A0	TION LEF	-TURN		20	17 NO ACTI	ON	2017 A	CTION LEFT	-TURN	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
			LT	1.08	84.4	F	1.08	80.1	F		0.87	43.0	D				
	400 th Official and 5 th	WB	L											0.49	26.2	С	
9	126 th Street and 5 th Avenue		Т											0.80	37.6	D	
		SB	TR	0.80	21.3	С	0.87	27.6	С		0.50	14.1	В	0.51	14.1	В	
		Ov	erall	0.92	47.0	D	0.96	50.4	D		0.65	26.1	С	0.62	23.3	С	
			LTR	0.98	51.8	D					0.69	25.5	С	0.81	32.0	С	
		WB	LT				0.72	27.0	С								
			R				0.47	23.1	С								
	West 126 th Street and	NB	L	0.74	66.3	E	0.92	86.1	F	yes	0.58	30.0	С	0.79	44.7	D	
10	Lenox Avenue **		Т	0.44	18.3	В	0.40	15.4	В		0.46	18.6	В	0.44	17.0	В	
			Т				0.73	21.6	С								
		SB	R				0.42	19.8	В								
			TR	0.99	48.2	D					0.47	18.8	В	0.46	17.4	В	
<u> </u>			erall	0.99	42.6	D	0.83	23.9	С		0.63	21.1	C	0.79	23.5	C	
		WB	LTR	0.73	28.7	С	0.79	31.4	С		0.56	26.3	С	0.62	27.7	С	
	West 126 th Street and		LT	0.54	16.2	В					0.44	13.0	В	0.57	14.8	В	
11	Adam C. Powell Jr.	NB	DefL				0.98	98.0	F								
	Boulevard		Т				0.52	15.9	В								
		SB	TR	0.58	16.5	В	0.58	16.4	В		0.32	11.7	В	0.33	11.8	В	
			erall	0.65	19.5	В	0.90	23.6	C		0.49	15.6	В	0.59	16.8	B	
	West 126 th Street and	WB	LTR	0.96	53.5	D	0.97	51.3	D		0.78	36.0	D	0.83	37.0	D	
12	Frederick Douglass	NB	LT	0.31	14.0	В	0.53	19.5	В		0.34	12.1	В	0.46	15.3	В	
	Boulevard	SB	TR erall	0.45	15.5	в с	0.48	17.7	B C		0.27	11.3	B	0.29	13.1	B	
		0,	LTR	0.67 0.96	30.2 51.0	D	0.74	31.4	<u>ر</u>		0.51 0.79	20.0 32.4	C	0.62 0.90	22.5 44.9	D	
		WB	LIK	0.90			0.30	17.1	в		0.79			0.90			
		WB	TR				0.63	23.3	C								
	We at 400 th Otre at an d		LT	0.87	41.0	D					0.70	26.8	C				
13	West 126 th Street and St. Nicholas Avenue	NB	L	0.07			0.73	43.9	D		0.70			0.44	22.4	С	
			Т				0.66	25.4	C					0.56	21.6	c	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	С	0.53	20.5	c	
			erall	0.92	43.9	D	0.75	29.6	С		0.74	27.1	С	0.90	29.8	С	
		WB	LTR	1.06	87.9	F	1.03	76.2	E		0.89	56.7	E	0.88	51.6	D	
			LT	0.14	8.0	A					0.11	7.8	A				
	West 126 th Street and	NB	DefL				0.33	12.7	В					0.22	10.7	В	
14	Morningside Avenue		т				0.21	10.6	В					0.18	9.9	А	
		SB	TR	0.29	9.6	А	0.31	11.9	В		0.27	9.5	А	0.29	11.1	В	
		Ov	erall	0.56	50.7	D	0.61	44.1	D		0.47	30.9	С	0.50	28.6	С	
		EB	LT	0.64	24.8	С	0.66	25.9	С		0.61	24.4	С	0.66	25.5	С	
15	East 125 th Street and	NB	L	0.21	13.3	В	0.21	13.2	В		0.22	13.4	В	0.22	13.4	В	
15	1 st Avenue	NB	TR	0.37	14.1	В	0.37	14.1	В		0.41	14.6	В	0.41	14.6	В	
		Ov	erall	0.47	17.3	В	0.49	17.9	В		0.50	17.6	В	0.52	18.1	В	
		EB	TR	0.66	32.8	С	0.65	30.8	С		0.72	27.7	С	0.71	25.4	С	
		WB	LT	1.16	121.7	F	1.14	111.8	F		0.92	50.9	D	0.94	50.1	D	
16	East 125 th Street and	SB	LTR	0.81	31.7	С	0.94	41.8	D		0.65	33.3	С	0.78	39.8	D	
	2 nd Avenue	RAMP (SB)	TR	1.09	218.2	F	1.06	204.7	F		0.69	37.7	D	0.75	39.9	D	
		Ov	erall	*	*	*	*	*	*		*	*	*	*	*	*	

Table 3.15-8
Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions
125th Street Re-Zoning - Manhattan, New York

					Weekda	ay AM Pe	eak Hour	(7:45-8:45	AM)			Weeko	day MD P	eak Hour	(1:00-2:00 l	PM)	
				201	7 NO ACTIO	NC	2017 A0	TION LEFT	-TURN		20	17 NO ACT	ION	2017 A	CTION LEFT	Γ-TURN	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	TH	1.16	115.4	F	0.56	21.7	С		1.60	314.4	F	0.78	27.8	С	
17	East 125 th Street and	WB	TH	0.80	31.3	С	0.94	42.5	D		0.78	30.3	С	0.92	40.1	D	
	3 rd Avenue	NB	LTR	0.39	14.4	В	0.46	16.9	В		0.43	14.8	В	0.53	17.8	В	
		Ov	erall	0.73	46.8	D	0.69	25.9	С		0.94	121.0	F	0.71	26.6	С	
		EB	TR	0.91	41.1	D	0.95	44.0	D		1.03	68.6	E	1.20	129.5	F	yes
18	East 125 th Street and	WB	LT	1.41	322.6	F	0.68	30.5	С		1.54	292.2	F	0.63	22.7	С	
	Lexington Avenue	SB	LTR	0.70	20.3	С	0.83	27.5	С		0.45	15.3	В	0.56	19.2	В	
		Ov	erall	1.01	113.1	F	0.89	33.2	С		0.93	123.1	F	0.87	64.7	E	
		EB	LTR	0.64	16.8	В					0.74	19.4	В				
			TR				0.61	15.9	В					0.75	19.6	В	
	East 125 th Street and	WB	LTR	0.93	36.0	D					0.87	28.7	С				
19	Park Avenue		TR				0.70	18.3	B					0.64	16.6	B	
		NB	TR	0.46	24.6	C	0.48	24.9	C		0.36	23.1	c	0.38	23.4	C	
		SB	TR erall	0.56	28.0	с с	0.48	30.0	с с		0.50	25.1	с с	0.58	26.5	с с	
		00	LT	0.79	26.7	с С	0.68	21.3	<u>ر</u>		0.73	23.8	D	0.68	20.6	ر 	
		EB	Т	0.88	32.4		 0.63	20.0	в		0.99	52.0		0.66	20.7		
20	East 125 th Street and	WB	TR	0.57	18.9	В	0.03	20.0	C		0.67	21.0	C	0.86	30.2	c	
20	Madison Avenue	NB	LTR	0.64	23.1	c	0.68	23.9	c		0.59	22.2	c	0.65	23.3	c	
			erall	0.77	25.1	c	0.69	22.2	c		0.81	31.9	c	0.76	24.7	c	
		EB	TR	0.80	33.8	c	0.70	23.7	c		0.80	35.5	D	0.72	24.1	c	
			LT	0.80	27.4	C					0.81	27.9	C				
21	125 $^{\rm th}$ Street and 5 $^{\rm th}$	WB	Т				0.60	21.1	В					0.50	18.0	В	
	Avenue	SB	LTR	1.15	102.8	F	1.15	100.9	F		0.77	27.2	С	0.88	33.2	С	
		Ov	erall	1.00	64.8	Е	0.92	60.0	Е		0.82	30.1	С	0.80	26.0	С	
		EB	TR	0.51	19.4	В	0.55	20.2	С		0.77	26.8	С	0.77	26.2	С	
		WB	TR	0.69	29.0	С	0.84	40.1	D		0.81	29.8	С	0.81	29.1	С	
			TR	0.66	22.6	С	0.66	22.8	С		0.63	21.8	С	0.65	22.4	С	
		NB	Т														
22	West 125 th Street and Lenox Avenue		R														
			Т				0.89	33.5	С								
		SB	R				0.36	18.9	В								
			TR	1.00	50.9	D					0.57	20.8	С	0.63	22.0	С	
		Ov	erall	0.84	33.5	С	0.87	29.7	С		0.72	25.1	С	0.73	25.2	С	
		EB	LTR	0.72	25.4	С					1.08	125.2	F				
			TR				0.55	20.2	С					0.73	27.8	С	
	West 125 th Street and	WB	LTR	0.72	25.4	С					0.93	50.8	D				
23	Adam C. Powell Jr. Boulevard		TR				0.61	21.6	С					0.84	34.3	C	
		NB	TR	0.40	17.6	В	0.45	18.2	B		0.56	19.9	В	0.66	21.7	С	┢──┤
		SB	TR erall	0.65	21.2	c	0.66	21.4	c		0.45	18.3	B	0.53	19.5	B	
┝	<u> </u>		LTR	0.69 0.76	22.0 33.7	с С	0.64	20.4	С		0.82 0.75	52.8 20.5	D C	0.75	25.4	C	
		EB	TR	0.76			0.67	26.2	с		0.75	20.5		0.61	16.0		
			LTR	0.77	26.0	с	0.67				0.80	23.4	 C	0.61		в	┢──┤
24	West 125 th Street and Frederick Douglass	WB	TR	0.77	20.0		0.67	21.7	с		0.80			0.60	16.0	в	
24	Boulevard	NB	TR	0.33	18.2	В	0.87	18.8	В		0.60	27.8	с	0.60	31.5	C	
		SB	TR	0.53	20.7	C	0.54	21.1	C		0.60	29.3	c	0.72	34.2	c	
			erall	0.52	20.7 25.8	c	0.54 0.61	21.1	с с		0.80	29.3 24.4	c	0.73	23.1	c	
		00	o.an	0.05	23.6	U	0.01	22.4	U		0.72	24.4	U	0.00	23.1	L.	

Table 3.15-8
Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions
125th Street Re-Zoning - Manhattan, New York

					Weekd	ay AM P	eak Hour	(7:45-8:45	AM)			Week	day MD P	eak Hour	(1:00-2:00 F	PM)	<u> </u>
	laters 1	A	Maria	201	7 NO ACTI	ON	2017 AC		r-turn		20	17 NO ACT	ION	2017 A	CTION LEFT	Γ-TURN	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	LTR	0.96	55.7	Е					0.90	31.6	С				
		EB	TR				0.67	20.9	С		-			0.68	20.4	С	
	West 125 th Street and	WB	LTR	0.72	20.0	В					0.55	15.4	В				
25	St. Nicholas Avenue		TR				0.58	17.4	В					0.50	16.6	В	
		NB	TR	0.56	28.5	С	0.73	32.0	С		0.69	33.6	С	0.85	41.0	D	
		SB	TR	1.00	64.8	E	0.99	30.6	С		0.83	41.7	D	0.86	41.7	D	
		Ov	erall	0.97	44.6	D	0.81	32.1	С		0.87	29.4	С	0.76	27.9	С	
		EB	LTR	0.65	17.0	В					0.61	16.1	В				
			TR				0.69	19.7	В					0.73	19.2	В	
		WB	LTR	0.64	17.1	В					0.52	14.6	В				
	West 125 th Street and		TR				0.53	16.2	В					0.46	13.5	В	
26	Morningside Avenue		DefL	0.79	50.6	D	0.76	45.3	D		0.50	30.7	С	0.52	31.8	С	
		NB	TR	0.28	22.7	С	0.31	21.0	С		0.26	22.4	С	0.30	22.9	С	┞───┦
			LTR														
		SB	LTR	0.53	26.6	С	0.53	24.4	С		0.39	24.0	С	0.43	24.5	С	
		00	erall	0.70	21.5	C	0.72	21.5	С		0.57	18.0	В	0.65	19.2	В	
		EB	L TR	0.49	33.5 37.4	C D	0.61	25.1	 C		0.57 0.82	36.4 33.7	D C	0.56	24.3	 C	
			L	0.87	89.6	F					0.62	52.0	D	0.50			┨───┦
		WB	TR	0.65	27.3	C	0.45	22.8	С		0.63	26.7	c	0.44	22.6	С	
	West 125 th Street and		L	0.29	17.5	В	0.31	19.5	В		0.18	14.0	В	0.19	15.0	В	
27	Amsterdam Avenue	NB	т	0.38	22.6	С	0.44	23.5	D		0.33	22.1	с	0.42	23.2	С	
			R	0.61	31.6	С	0.61	31.7	С		0.74	40.3	D	0.74	40.3	D	
			L	0.81	44.1	D	0.81	44.9	D		0.71	33.5	С	0.71	34.0	С	
		SB	TR	0.50	24.5	С	0.59	26.1	F		0.36	22.5	С	0.42	23.3	С	
		Ov	erall	*	32.0	С	*	26.3	С		*	29.8	С	*	25.5	С	
			L	0.21	25.5	С	0.23	25.9	С		0.26	20.7	С	0.28	21.0	С	
		EB	Т	0.50	27.5	С	0.47	27.1	С		0.42	21.2	С	0.37	20.5	С	
			R	0.14	10.9	В	0.25	12.1	В		0.27	9.5	А	0.40	11.1	В	
			L	0.44	32.0	С	0.42	31.1	С		0.20	20.1	С	0.18	19.6	В	
		WB	Т	0.45	26.8	С	0.48	27.3	С		0.32	20.0	В	0.35	20.3	С	
	West 125 th Street and		R	0.41	14.2	В	0.41	14.3	В		0.28	9.7	А	0.28	9.7	А	
28	Broadway		L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
	-	NB	Т	0.27	24.0	С	0.27	24.0	С		0.59	30.5	С	0.59	30.5	С	
			R	0.53	28.8	С	0.53	28.8	С		0.50	32.7	С	0.50	32.7	С	
			L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
		SB	Т	0.46	24.0	С	0.46	24.0	С		0.36	26.5	С	0.36	26.5	С	┢───┤
			R	0.11	20.6	С	0.11	20.6	С		0.17	25.3	С	0.17	25.3	С	
L		Ov	erall	0.51	26.3	C	0.50	25.9	C		0.52	25.9	C	0.50	25.6	C	
		WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.55	25.8	С	┟──┤
			R	0.61	13.8	В	0.61	13.8	В		0.55	12.5	В	0.56	12.6	В	┢──┤
29	West 125 th Street and 12 th Avenue	NB	LTR	0.31	27.4	C	0.31	27.4	С		0.26	26.8	C	0.26	26.8	C	┢───┤
		SB	L	0.47	17.2	В	0.55	19.4	В		0.91	47.9	D	0.90	43.4	D	┣───┤
			LTR		40.4		0.09	10.9	B		0.70			0.09	9.9	A	
		Öv	erall	0.52	19.4	В	0.56	19.9	В		0.72	18.6	В	0.74	25.7	С	

Table 3.15-8
Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action conditions
125th Street Re-Zoning - Manhattan, New York

					Weekd	ay AM Pe	eak Hour	(7:45-8:45	AM)			Weeko	day MD Pe	eak Hour	(1:00-2:00 l	PM)	
				201	7 NO ACTI	NC	2017 A0	CTION LEFT	-TURN		20	17 NO ACTI	ON	2017 A	CTION LEFT	T-TURN	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	L	0.61	27.0	С	0.61	27.0	С		0.41	23.7	С	0.41	23.7	С	
			RT	0.51	29.2	С	0.51	29.2	С		0.34	24.1	С	0.31	23.6	С	
30	East 124 th Street and	WB	L	0.39	24.4	С	0.39	24.4	С		0.11	20.4	С	0.11	20.4	С	
	2 nd Avenue		RT	0.32	11.9	В	0.32	11.9	В		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	В	0.70	16.4	В		0.42	12.5	В	0.42	12.5	В	
			erall	0.67	18.7	В	0.66	18.7	В		0.42	15.7	В	0.42	15.6	В	
31	East 124 th Street and	EB NB	LT	0.32	22.4	C	0.43	23.8	С		0.32	22.4	С	0.34	25.0	C	
31	3 rd Avenue		TR erall	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.54	12.4	B	
				0.41	14.8		0.45	15.6	E		0.37	14.5		0.45	16.1		
		EB	TR	0.95	61.1	E	0.95	61.1			0.85	45.2	D	0.85	45.2	D	
	East 124 th Street and	-	L				0.37	13.1	B								
32	Lexington Avenue	SB	Т				0.78	20.0	В								
			LT	0.93	31.6	С					0.57	15.2	В	0.78	20.7	С	
		Ov	erall	0.94	38.7	D	0.85	28.2	С		0.68	25.1	С	0.81	27.4	С	
		EB	LTR	0.45	22.0	С	0.47	2.3	С		0.34	20.2	С	0.35	20.3	С	
33	East 124 th Street and	NB	TR	0.38	14.6	В	0.38	14.6	В		0.28	13.6	В	0.28	13.6	В	
	Park Avenue	SB	TR	0.80	25.9	С	0.80	26.2	С		0.46	15.8	В	0.46	15.8	В	
			erall	0.64	21.8	С	0.66	22.0	С		0.41	16.4	В	0.41	16.5	В	
	East 124 th Street and	EB	LT	0.29	22.1	С	0.40	23.4	С		0.23	21.4	С	0.35	22.9	С	
34	Madison Avenue	NB	TR	0.65	16.5	В	0.65	16.5	В		0.71	18.3	В	0.72	18.3	В	
		Ov	erall	0.51	17.9	В	0.56	18.6	В		0.52	18.9	В	0.58	19.6	В	
			L	0.32	28.1	С	0.33	28.2	С		0.53	33.0	С	0.64	37.0	D	
		EB	LR	0.38	23.5	С	0.36	23.5	С		0.58	23.5	С	*	23.5	С	
	West 124 th Street and		R	0.43	32.3	C	0.40	31.2	С		0.63	43.9	D	0.62	42.4	D	
35	Lenox Avenue	WB	LR	0.23	26.6	C	0.24	26.7	C		0.23	26.7	C	0.25	27.0	C	
		NB SB	Т	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.7	A	
		-	T	0.64 0.57	12.9 14.1	B	0.64 0.57	13.0 14.2	B		0.34 0.43	9.1 15.5	A B	0.36 0.45	9.3 16.4	AB	
		EB	LTR	0.36	20.9	C	0.46	22.5	C		0.43	25.9	C	0.63	29.6	C	
		NB	TR	0.36	14.2	В	0.40	14.3	В		0.49	12.1	В	0.03	12.3	В	
	West 124 th Street and		DefL											0.51	20.4	C	
36	Adam C. Powell Jr. Boulevard	SB	T											0.36	12.2	В	
	Boulevaru		LT	0.65	18.4	В	0.67	18.7	В		0.39	12.4	В				
		Ov	erall	0.53	17.3	в	0.58	17.8	в		0.42	14.5	В	0.56	16.2	в	
		EB	LTR	0.72	32.4	С	0.82	38.7	D		0.42	22.3	С	0.55	25.3	С	
		NB	TR	0.19	12.7	В	0.19	12.8	В		0.27	13.4	В	0.27	13.5	В	Ī
37	West 124 th Street and Frederick Douglass		DefL											0.53	20.4	С	
31	Frederick Douglass Boulevard	SB	Т											0.38	15.1	В	
			LT	0.38	14.6	В	0.48	15.9	В		0.34	14.2	В				
		Ov	erall	0.53	19.3	В	0.62	22.0	С		0.37	15.7	В	0.54	17.9	В	
		EB	LTR	0.65	24.4	С	0.82	33.0	С		0.54	21.7	С	0.73	27.9	С	
		NB	LTR	0.32	17.4	В	0.32	17.4	В		0.32	17.5	В	0.33	17.5	В	
	West 124 th Street and St. Nicholas Avenue-		L				0.34	18.7	D					0.48	22.3	С	
50	Manhattan Avenue	SB	Т				0.70	25.6	С					0.34	17.5	С	
			LT	0.80	30.0	С					0.52	20.8	С				
		Ov	erall	0.72	25.9	С	0.76	26.5	с		0.53	20.3	С	0.61	22.5	С	

					Weekda	ay AM Pe	eak Hour	(7:45-8:45	AM)			Weeko	lay MD P	eak Hour	(1:00-2:00 F	PM)	
No	Intersection	Approach	Movement	201	7 NO ACTIO	N	2017 AC	CTION LEFT	-TURN		20	17 NO ACTI	ON	2017 A	CTION LEFT	T-TURN	
	intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
		EB	LTR	0.55	23.6	С	0.55	23.6	С		0.53	23.2	С	0.53	23.2	С	
	— th	WB	LTR	0.67	26.6	С	0.67	26.7	С		0.55	23.7	С	0.55	23.7	С	
39	East 116 th Street and Park Avenue	NB	LTR	0.34	14.9	В	0.34	14.9	В		0.46	16.8	В	0.47	16.8	В	
		SB	LTR	1.04	64.8	Е	1.04	66.4	Е		0.66	21.4	С	0.66	21.4	С	
		Ov	erall	0.88	38.4	D	0.88	39.1	D		0.61	21.7	С	0.61	21.7	С	
		EB	LTR	0.85	40.6	D	0.79	33.9	С		0.67	30.6	С	0.69	31.4	С	
	West 116 th Street and	WB	LTR	1.02	70.1	Е	0.97	54.8	D		0.72	31.6	С	0.83	38.2	D	
40	Adam C. Powell Jr.	NB	LTR	0.41	12.8	В	0.45	14.3	В		0.23	11.0	В	0.24	11.0	В	
	Boulevard	SB	LTR	0.65	16.0	В	0.68	18.0	В		0.30	11.6	В	0.29	11.5	В	
		Ov	erall	0.79	30.9	С	0.80	27.7	С		0.46	21.0	С	0.50	23.3	С	
		EB	LTR	0.38	23.6	С	0.38	23.6	С		0.25	21.8	С	0.25	21.9	С	
	West 116 th Street and	WB	LTR	0.98	60.6	Е	0.98	62.5	Е		0.64	29.4	С	0.64	29.4	С	
41	Frederick Douglass	NB	LTR	0.74	22.8	С	0.76	23.9	С		0.67	20.1	С	0.69	20.6	С	
	Boulevard	SB	LTR	0.71	21.3	С	0.72	21.6	С		0.67	20.6	С	0.69	21.2	С	
		Ον	erall	0.83	34.2	С	0.85	35.1	D		0.66	23.2	С	0.67	23.4	С	
		EB	R	0.67	32.3	С	0.70	33.3	С		0.60	30.5	С	0.62	30.9	С	
	West 125th Street	WB	R	0.34	25.6	С	0.34	25.6	С		0.36	25.9	С	0.36	25.9	С	
42	and St. Clair Place	NB	Т	0.66	27.6	С	0.69	28.3	С		0.67	28.0	С	0.70	28.8	С	
		SB	Т	0.12	19.8	В	0.14	20.0	В		0.27	21.2	С	0.28	21.4	С	
		Ον	erall	*	28.0	С	*	28.6	С		*	27.1	С	*	27.5	С	
						UNSI	GNALIZE		ECTION	IS							
43	3 124 th Street and 5 th	SB	L	0.41	12.5	В	0.52	14.4	В		0.32	11.6	В	0.47	13.3	В	
	Avenue	55	R	0.96	45.0	E	0.97	45.7	Е		0.57	14.8	В	0.58	15.2	С	
44	East 124 th Street and Mt. Morris Park West	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

 $\textbf{NB} \texttt{=} \texttt{northbound}, \ \textbf{SB} \texttt{=} \texttt{southbound}, \ \textbf{EB} \texttt{=} \texttt{eastbound}, \ \textbf{WB} \texttt{=} \texttt{westbound}$

L=exclusive left-turn, T= exclusive through, R=exclusive right-turn, LTR=shared left-through-right, TR=shared through/right-turn lane

LT = shared left-turn/throug lane, LR = shared left-turn/right-turn, DefL = defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

* HCS does not provide v/c calculation for this intersection

** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

					Weeko	lay PM F	Peak Hou	r (4:00-5:00	PM)			Saturda	ay MD P	eak Hou	ır (1:00-2:0	0 PM)	
				201	17 NO ACT	ION	2017 AC	TION LEF	T-TURN		20	17 NO ACTI	ON	2017	ACTION I TURN	EFT-	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
									SIGN	LIZED IN	ITERSE	CTIONS					
			LTR	0.8	35.3	D	0.89	41.7	D		0.58	27.2	С	0.76	33.6	С	
		EB	DefL														
			TR														
	West 135 th Street	WB	LTR	1.12	114.6	F	1.03	81.7	F		0.84	39.4	D	0.87	42.0	D	
1	and Lenox Avenue	NB	L	0.36	16.7	В	0.41	21.0	С		0.24	13.1	В	0.24	13.4	В	
			TR	0.53	14.5	В	0.57	16.7	В		0.55	14.7	В	0.55	14.8	В	
		SB	L TR	0.5 0.61	20.4 15.8	C B	0.57 0.66	26.3 18.6	C B		0.48	19.2 14.6	B	0.49 0.56	19.2 14.8	B	
		Ov	rerall	0.81	39.3	D	0.00	35.6	D		0.54	21.7	C	0.56	23.4	c	
	<u> </u>	EB	LTR	0.89	50.1	D	0.02	55.6	E	yes	0.62	30.5	c	0.00	35.2	D	
			L	0.78	52.7	D	0.61	32.5	C	,	0.56	32.9	c	0.56	33.2	c	
		WB	TR	0.91	53.4	D	0.77	34.0	С		0.82	41.7	D	0.82	41.7	D	
			LTR	0.61	15.4	В					0.50	13.7	В	0.53	14.1	В	
c	West 135 th Street	NB	LT				0.49	16.3	В								
2	and Adam C. Powell Jr. Boulevard		R				0.53	19.8	В								
			DefL	0.68	34.2	С	0.69	35.8	D		-						
		SB	TR	0.43	12.9	В	0.48	16.4	В								
			LTR								0.47	13.4	В	0.48	13.6	В	
		Ov	rerall	0.77	27.1	С	0.80	26.1	С		0.62	20.5	С	0.64	21.1	С	
		EB	LTR	0.48	29.0	С	0.52	29.9	С		0.33	26.4	С	0.33	26.5	С	
	West 135 th Street	WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
3	and Frederick Douglass Boulevard	NB	LTR	0.45	10.8	В	0.46	11.0	B		0.35	9.7	A	0.36	9.8	A	
		SB	LTR	0.4 0.63	10.3 26.1	B C	0.36 0.64	9.9 26.7	А С		0.33 0.57	9.6 28.2	A C	0.34 0.58	9.7 28.0	A C	
		WB	LTR	0.58	33.5	C	0.58	33.5	C		0.63	34.3	C	0.64	34.4	C	
		WB	L	0.38	32.2	c	0.30	32.2	c		0.03	34.9	c	0.39	34.9	c	
4	East 126 th Street	NB	T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
	and 2 nd Avenue	SB	TR	0.7	23.8	С	0.7	23.9	С		0.63	22.6	С	0.64	22.9	С	
		Ov	rerall	0.76	38.3	D	0.76	38.3	D		0.71	33.5	С	0.72	33.5	С	
		WB	TR	0.52	24.9	С	0.52	24.9	С		0.48	24.4	С	0.48	24.5	С	
5	East 126 th Street and 3 rd Avenue	NB	LT	0.37	11.9	В	0.42	12.5	В		0.21	10.6	В	0.26	11.0	В	
		Ov	rerall	0.43	16.4	В	0.46	16.3	В		0.31	16.7	В	0.35	16.2	В	
			LT	1.36	212.2	F					1.27	162.7	F				
	East 126 th Street	WB	L				0.50	23.5	С					0.58	25.2	С	
6	and Lexington		Т				0.78	31.5	С					0.68	27.9	С	
	Avenue	SB	TR	0.67	17.0	В	0.73	21.2	С		0.77	19.9	В	0.85	26.1	С	
		Ov	rerall	0.93	103.3	F	0.75	24.9	С		0.96	73.0	Е	0.78	26.4	С	
	<u> </u>	WB	LTR	0.99	67.6	Е	0.99	67.5	Е		0.76	34.8	С	0.81	37.6	D	<u> </u>
			DefL														
7	East 126 th Street	NB	Т														
1	and Park Avenue		TH	0.45	11.6	В	0.48	13.1	В		0.21	9.1	Α	0.21	9.1	А	
		SB	TR	0.47	11.4	В	0.49	12.7	В		0.32	9.8	Α	0.32	9.8	А	
		Ov	verall	0.64	32.0	С	0.67	33.8	С		0.47	20.5	С	0.48	22.2	С	
	East 126 th Street	WB	TR	0.66	28.1	С	0.66	28.2	С		0.57	26.3	С	0.58	26.4	С	I
8	and Madison	NB	LT	0.79	20.4	С	0.84	22.8	С		0.54	14.5	В	0.65	16.4	В	
	Avenue	Ov	erall	0.74	23.2	С	0.77	24.6	С		0.55	19.3	в	0.62	20.1	с	

					Weekd	lay PM P	eak Hou	r (4:00-5:00	PM)			Saturda	ay MD P	eak Hou	ır (1:00-2:0	0 PM)	
				201	7 NO ACTI	ION	2017 AC	TION LEFT	T-TURN		20	17 NO ACTI	ON	2017	7 ACTION I TURN	EFT-	
No	Intersection	Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
			LT	1.13	103.8	F	1.11	94.9	F		0.89	44.3	D				
	126 th Street and 5 th	WB	L											0.21	19.0	В	
9	Avenue		Т											0.93	47.1	D	
		SB	TR	0.68	17.2	В	0.75	21.6	С		0.54	14.6	В	0.60	17.9	В	
		Ov	erall	0.85	54.5	D	0.91	54.9	D		0.68	26.8	С	0.74	29.2	С	
			LTR	1.00	57.4	E					0.92	43.7	D				
		WB	LT				0.88	39.0	D					0.86	37.8	D	
			R				0.29	19.8	В					0.37	21.7	С	
	West 126 th Street	NB	L	0.76	53.7	D	0.98	86.8	F	yes	0.97	90.8	F	1.03	95.8	F	yes
10	and Lenox Avenue		T	0.81	27.4	С	0.74	22.0	С		0.48	18.8	В	0.43	15.8	В	
		0.5	T				0.53	17.2	В					0.51	16.8	В	
		SB	R				0.24	154.0	F					0.16	13.4	В	
			TR	0.7	23.7	C					0.67	22.5	C				
			erall	0.91	35.9	D	0.93	27.9	C		0.94	31.0	C	0.95	27.5	C	
		WB	LTR	0.82	34.4	C	0.89	39.7	DB		0.59	27.0	C	0.64	28.3	С	
	West 126 th Street	NB	LT	0.58	14.9	В	0.73	18.3			0.57	14.8	В				
11	and Adam C. Powell	ND	DefL T											0.77	32.4	C B	
	Jr. Boulevard	SB	TR	0.31		 B	0.31				0.30			0.81	15.6 11.5	В	
		_	erall	0.31	19.5	B	0.31 0.79	22.6	C		0.30	16.4	B	0.31	18.7	B	
		WB	LTR	1.07	90.6	F	1.08	90.5	F	_	0.56	41.5	D	0.72	44.9	D	
	West 126 th Street	NB	LT	0.38	8.2	A	0.48	10.7	В		0.38	12.5	В	0.53	17.0	В	
12	and Frederick	SB	TR	0.30	7.5	A	0.48	9.1	A		0.34	12.5	B	0.33	15.3	В	
	Douglass Boulevard		erall	0.51	34.6	c	0.55	37.2	D		0.34	20.4	c	0.58	25.0	c	
			LTR	0.93	47.8	D	0.00				0.74	28.4	c	0.83	34.2	C	
		WB	L				0.20	15.9	В								
			TR				0.39	18.3	В								
	West 126 th Street		LT	1.13	103.4	F					1.02	70.9	Е				
13	and St. Nicholas	NB	L				0.68	38.8	D					0.72	41.8	D	
	Avenue		Т				0.89	39.3	D					0.64	24.4	С	
		SB	TR	0.77	29.2	С	0.77	29.4	С		0.76	28.6	С	0.77	29.2	С	
		-	erall	1.03	62.8	E	0.64	30.3	С		0.88	42.7	D	0.80	30.6	С	
		WB	LTR	1.12	158.6	F	1.13	152.6	F		1.11	111.6	F	1.12	112.4	F	
			LT	0.19	8.4	А	0.29	10.7	В		0.19	8.4	А				
	West 126 th Street	NB	DefL											0.42	13.6	В	
14	and Morningside Avenue		т											0.26	10.6	В	
		SB	TR	0.31	9.9	А	0.33	11.6	В		0.32	9.9	А	0.34	11.7	В	
		Ov	erall	0.58	75.0	Е	0.62	71.8	Е		0.58	52.7	D	0.67	52.5	D	
		EB	LT	0.87	34.0	С	0.94	40.0	D		0.62	24.8	С	0.67	26.0	С	
15	East 125 th Street	NB	L	0.2	16.1	В	0.20	16.9	В		0.29	14.2	В	0.29	14.2	В	
15	and 1 st Avenue		TR	0.85	37.8	D	0.87	42.2	D		0.46	15.0	В	0.46	15.0	В	
		Ov	erall	0.86	36.2	D	0.90	40.8	D		0.53	17.5	В	0.55	18.0	В	
		EB	TR	0.83	47.9	D	0.92	68.1	Е	yes	0.84	37.4	D	0.81	33.4	С	
		WB	LT	1.04	78.6	E	1.29	174.4	F	yes	1.75	381.3	F	1.69	353.8	F	
16	East 125 th Street	SB	LTR	0.93	55.4	Е	0.95	61.1	Е	yes	0.45	22.7	С	0.55	27.3	С	
	and 2 nd Avenue	RAMP (SB)	TR	1.02	120.2	F	1.08	139.0	F	yes	0.92	57.7	E	0.90	52.6	D	
1		Ov	erall	*	*	*	*	*	*		*	*	*	*	*	*	

					Weeko	lay PM F	eak Hou	r (4:00-5:00	PM)	Saturday MD Peak Hour (1:00-2:00 PM)							
	Intersection			2017 NO ACTION 2017 ACTION LEFT-TURN							20	17 NO ACTI	ON	201			
No		Approach	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	TURN Avgerage Control Delay	LOS	Impact?
		EB	ТН	2.23	810.9	F	1.04	172.6	F		1.71	353.9	F	0.75	25.9	С	
	East 125 th Street	WB	тн	0.96	47.3	D	1.05	67.6	E	yes	0.89	37.9	D	0.96	44.8	D	
17	and 3 rd Avenue	NB	LTR	0.58	16.7	В	0.74	21.9	C	,	0.42	14.7	В	0.54	18.4	В	
			erall	1.3	290.6	F	0.89	76.7	E		0.98	126.5	F	0.74	28.0	с	
		EB	TR	1.3	278.0	F	1.59	403.5	F	yes	1.06	72.2	E	1.09	80.2	F	yes
	East 125 th Street	WB	LT	1.57	294.2	F	0.70	24.3	С		1.74	365.8	F	0.75	25.8	С	-
18	and Lexington Avenue	SB	LTR	0.63	18.1	В	0.76	23.4	С		0.63	17.9	В	0.76	23.4	С	
		Ov	erall	1.04	186.7	F	1.16	183.8	F		1.11	134.6	F	0.92	43.9	D	
		EB	LTR	1.06	136.3	F					0.72	18.5	В				
		LD	TR				1.1	145.4	F					0.71	17.9	В	
	Fact 405 th Otras f	WB	LTR	0.92	33.9	С					0.79	21.8	С				
19	East 125 th Street and Park Avenue		TR				0.66	17.0	В					0.68	17.2	В	
		NB	TR	0.5	25.4	С	0.52	25.7	С	ļ	0.28	22.1	С	0.30	22.3	С	
		SB	TR	0.72	30.0	С	0.77	31.6	С		0.57	26.2	С	0.60	26.8	С	
		Ov	erall	0.93	72.7	Е	0.97	74.4	E		0.70	21.6	С	0.67	20.1	С	
	East 125 th Street and Madison Avenue	EB	LT	1.26	147.6	F					1.20	125.3	F				
			Т				0.89	29.7	С					0.75	25.2	С	
20		WB	TR	0.67	20.6	С	0.82	26.5	С		0.76	25.7	С	0.92	36.9	D	
		NB	LTR	0.82	28.8	С	0.89	32.8	С		0.54	19.4	В	0.59	20.3	С	
			rerall	1.06	67.9	E	0.89	30.1	C		0.87	56.9	E	0.76	27.4	С	
		EB	TR	1.02	152.3	F	1.04	138.4	F		1.04	413.7	F	0.87	233.2	F	
21	125 th Street and 5 th	WB	LT T	0.84	30.9	С	0.66		 C		0.98	222.9	F		60.4	 E	
21	Avenue	SB	LTR	0.93	 39.0	 D	0.66	23.3 35.4	D		0.65	23.5	 C	0.7 0.71	25.0	C	
			rerall	0.98	75.8	E	0.92	70.7	E		0.89	234.8	F	0.79	116.0	F	
		EB	TR	0.82	28.5	C	0.98	43.4	D		1.16	504.7	F	0.82	216.3	F	
	West 125 th Street and Lenox Avenue	WB	TR	0.87	33.2	С	0.91	33.6	С		1.38	657.2	F	1.05	403.8	F	
			TR	0.98	47.4	D					0.80	28.4	С	0.84	29.9	С	
		NB	т				0.75	27.4	С								
22			R				0.62	30.1	С								
			Т							l							
		SB	R														
			TR	0.79	27.4	С	0.93	43.0	D		0.88	33.0	С	0.96	43.0	D	
		Ov	rerall	0.93	34.9	С	0.96	36.8	D		1.13	315.6	F	1.00	175.3	F	
		EB	LTR	1.39	268.3	F					1.06	441.4	F				
			TR				0.84	34.9	С					0.69	137.4	F	
	West 125 th Street	WB	LTR	1.09	130.0	F					0.93	325.0	F				
23	and Adam C. Powell Jr. Boulevard		TR				0.96	60.2	E					0.8	205.9	F	
	Jr. Boulevard	NB	TR	0.58	20.1	С	0.66	21.4	С		0.61	20.5	С	0.69	22.3	С	
		SB	TR	0.43	17.8	B	0.46	18.2	B		0.49	18.7	B	0.60	20.7	C F	
		0		0.99	106.9	F	0.81	32.9	С		0.84	186.7	F	0.75	87.2	F	
		EB	LTR TR	0.71	21.8	C	 0.66	20.1	 C		1.20	329.7		1.22	248.7	 F	
	West 125 th Street and Frederick		LTR	0.98	48.4		0.66	20.1			1.19	585.8	 F	1.22	248.7	F	
24		WB	TR	0.98	40.4		0.68	20.6	с					1.16	601.7		
	Douglass Boulevard	NB	TR	0.62	24.4	С	0.00	26.6	c		0.39	12.7	В	0.46	13.6	В	
		SB	TR	0.58	23.1	c	0.64	24.5	c		0.33	14.5	В	0.40	15.8	В	
			verall	0.82	30.1	c	0.69	22.8	c		0.72	274.3	F	0.78	253.7	F	
				0.02	00.1		0.00							1 0.1 0			

		Arrente			Weeko	lay PM F	Peak Hou	r (4:00-5:00	PM)		Saturday MD Peak Hour (1:00-2:00 PM)								
No	Intersection			2017 NO ACTION			2017 AC	CTION LEF	T-TURN		20	17 NO ACTI	ON	2017 ACTION LEFT- TURN					
NO		Арргоаст	Movement	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?		
		50	LTR	1.21	207.8	F					0.80	112.0	F						
		EB	TR				0.75	30.6	С					0.60	50.1	D			
	West 125 th Street	WB	LTR	0.7	18.8	В					0.55	36.5	D						
25	and St. Nicholas	WB	TR	-		-	0.72	21.3	С					0.50	32.7	С			
	Avenue	NB	TR	0.87	44.7	D	1.13	103.1	F	yes	0.73	36.0	D	0.86	41.4	D			
		SB	TR	0.9	85.4	F	0.84	56.4	E		1.06	88.7	F	1.04	75.8	E			
		Ov	rerall	1.09	104.9	F	0.91	49.6	D		0.91	74.5	E	0.79	49.8	D			
		EB	LTR	0.68	17.5	В					0.63	111.3	F						
			TR				0.86	25.0	С					0.64	102.0	F			
		WB	LTR	0.8	23.0	С					0.50	36.4	D						
	West 125 th Street		TR				0.56	15.0	В	<u> </u>				0.47	30.7	С			
26	and Morningside Avenue		DefL							<u> </u>	0.59	33.3	С						
	Avoido	NB	TR								0.47	26.3	С						
			LTR	0.63	29.0	С	0.68	30.7	С					0.64	29.5	С			
		SB	LTR	0.46	25.3	С	0.52	26.4	С		0.44	24.8	С	0.52	26.4	С			
		Öv	erall	0.74	22.3	C	0.79	23.0	С		0.61	61.4	E	0.64	57.1	E			
		EB	L	0.68	47.3	D					0.40	101.3	F						
			TR	0.93	42.8	D F	0.69	27.3	F		0.97	154.1	F	0.66	39.2	D			
	West 125 th Street and Amsterdam Avenue	WB	L TR	0.99 0.72	125 28.2	F C	0.56	25	 F		0.99	449.8 95.4	F	 0.47	45.7	 D			
			L	0.72	28.3	c	0.35	23	F		0.00	13.5	В	0.47	45.7	В			
27		NB	Т	0.55	51.3	D	0.55	50.0	F		0.35	19.1	В	0.30	19.6	В			
			R	0.3	42.3	D	0.55	36.6	F		0.20	33.0	C	0.29	33.0	c			
			L	0.72	46.3	D	0.72	42.8	F		0.58	23.8	c	0.58	24.2	c			
		SB	TR	0.35	22.9	C	0.39	22.1	F		0.22	18.8	В	0.31	19.8	В			
		Ov	rerall	*	40.6	D	*	32.1	F		*	94.6	F	*	32.5	с			
			L	0.57	38.9	D	0.63	44.0	D	i – –	0.50	31.7	С	0.52	32.9	С			
		EB	т	0.63	30.0	С	0.56	27.9	С		0.56	26.2	С	0.54	25.8	С			
			R	0.23	11.8	В	0.37	13.5	В		0.21	7.3	А	0.29	8.1	А			
			L	0.42	33.4	С	0.37	29.0	С		0.36	28.1	С	0.34	27.4	С			
		WB	т	0.59	29.3	С	0.65	30.0	С	Ì	0.47	24.8	С	0.50	25.2	С			
			R	0.37	13.8	В	0.37	13.4	В	l	0.23	7.5	А	0.23	7.5	А			
28	West 125 th Street and Broadway		L	0.55	49.9	D	0.57	52.0	D		0.50	32.0	С	0.50	32.0	С			
	and broadway	NB	т	0.58	63.9	E	0.59	66.4	Е		0.41	30.3	С	0.41	30.3	С			
			R	0.49	27.8	С	0.50	28.5	С		0.64	43.7	D	0.64	43.7	D			
			L	0.61	39.1	D	0.63	40.2	D		0.37	29.9	С	0.37	30.0	С			
		SB	Т	0.34	22.4	С	0.35	22.8	С		0.68	35.6	D	0.73	37.4	D			
			R	0.20	22.1	С	0.21	22.5	С		0.14	28.0	С	0.14	28.0	С			
		Ov	rerall	0.60	35.8	D	0.62	35.9	D		0.57	28.2	С	0.58	28.4	С			
		WB	LT	0.76	34.2	С	0.84	38.3	D		0.35	21.5	С	0.38	22.5	С			
			R	0.83	22.8	С	0.83	22.8	С		0.99	45.8	D	1.00	47.3	D			
29	West 125 th Street	NB	LTR	0.39	27.7	С	0.39	27.7	С		0.20	26.1	С	0.20	26.1	С			
-	and 12 th Avenue	SB	L	0.77	22.4	С	0.84	27.0	С	<u> </u>	1.10	95.2	F	1.10	94.7	F			
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	В	0.05	10.1	В			
		Ov	rerall	0.67	25.9	С	0.74	28.3	С		1.07	51.3	D	1.07	52.0	D			

					Weekd	ay PM F	Peak Hou	r (4:00-5:00	PM)	Saturday MD Peak Hour (1:00-2:00 PM)								
N1-	Intersection	Appr'	n Movement	2017 NO ACTION 2017 ACTION LEFT-TURN							20	17 NO ACTI	ON	2017				
No		Approach		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	
		EB	L	0.70	29.3	С	0.70	29.3	С		0.60	26.8	С	0.60	26.8	С		
			RT	0.26	34.5	С	0.26	34.5	С		0.51	27.8	С	0.51	27.8	С		
30	East 124 th Street	WB	L	0.14	20.8	С	0.14	20.8	С		0.07	20.1	С	0.07	20.1	С		
	and 2 nd Avenue		RT	0.11	10.1	В	0.11	10.1	В		0.08	9.9	А	0.08	9.9	A		
		SB	Т	0.53	13.7	В	0.53	13.7	В		0.40	12.2	В	0.40	12.3	В		
			erall	0.59	18.5	В	0.59	18.5	В		0.48	17.8	В	0.48	17.8	В		
	East 124 th Street	EB	LT	0.4	24.5	С	0.63	28.8	С		0.39	23.3	С	0.59	26.2	С		
31	and 3 rd Avenue	NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B		
				0.47	16.0	B	0.56	18.2	B		0.43	15.2	В	0.50	16.9	B		
		EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	С	0.72	34.2	С	┢───╢	
	East 124 th Street		L				0.56	16.4	В					0.64	18.4	В	┢──╢	
32	and Lexington Avenue	SB	Т				0.65	16.4	В					0.70	17.6	В	┣───╢	
			LT	0.79	20.6	С					0.92	29.4	С					
		Ov	erall	0.86	32.9	С	0.77	27.8	С		0.84	30.4	С	0.71	20.8	С		
	East 124 th Street and Park Avenue	EB	LTR	0.34	20.2	С	0.36	20.5	С		0.23	18.9	В	0.25	19.0	В		
33		NB	TR	0.41	15.0	В	0.41	15.0	В		0.24	13.2	В	0.25	13.2	В		
		SB	TR	0.93	36.0	D	0.93	36.0	D		0.56	17.5	В	0.56	17.5	В		
			erall	0.67	26.4	С	0.68	26.3	C		0.42	16.7	В	0.43	16.8	В		
34	East 124 th Street	EB	LT	0.19	21.1	С	0.37	23.1	С		0.19	21.0	С	0.31	22.3	С		
	and Madison Avenue	NB	TR	0.88	25.6	С	0.89	26.0	С		0.59	15.2	В	0.59	15.3	В		
	-	Öv	rerall	0.62	25.0	C	0.69	25.4	C		0.43	16.3	В	0.48	17.2	В		
	West 124 th Street and Lenox Avenue		L	0.56	32.7	C C	0.58 *	33.3	C C		0.47	31.2	С	0.69	39.0	D	┣───┃	
		EB	LR R	0.64	23.5 49.4	D	0.67	23.5 44.3	D		0.54	 35.0	 C	0.54	 35.0	 D		
35		WB	LR	0.72	28.5	c	0.38	28.9	c		0.34	29.7	c	0.34	30.3	c		
00		NB	Т	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A		
		SB	Т	0.41	9.8	A	0.44	10.1	В		0.55	11.4	В	0.57	11.7	В		
			erall	0.52	16.7	В	0.51	16.5	В		0.55	15.2	В	0.61	16.8	В		
		EB	LTR	0.66	28.0	С	0.81	34.7	С		0.63	29.4	С	0.78	35.0	С		
		NB	TR	0.46	14.8	В	0.47	14.9	В		0.40	12.5	В	0.42	12.6	В		
20	West 124 th Street		DefL	0.67	32.0	С	0.75	40.8	D					0.78	38.7	D		
36	and Adam C. Powell Jr. Boulevard	SB	Т	0.46	15.1	В	0.47	15.2	В					0.37	12.3	В		
			LT								0.42	12.7	В					
		Ov	rerall	0.66	18.5	В	0.78	21.1	С		0.50	15.8	В	0.78	19.2	В		
		EB	LTR	0.8	35.4	D	0.89	42.6	D		0.59	26.1	С	0.75	32.3	С		
	West 404th Crust	NB	TR	0.41	14.9	В	0.43	15.8	В		0.34	14.1	В	0.35	14.2	В		
37	West 124 th Street and Frederick		DefL				0.83	44.0	D					0.72	29.6	С		
	Douglass Boulevard	SB	Т				0.54	18.0	В					0.41	15.4	В	┞───╢	
		-	LT	0.54	17.1	В					0.44	15.6	В					
	 			0.65	21.2	C	0.86	27.1	C		0.51	17.7	B	0.73	21.9	C		
		EB NB		0.66	23.8	C B	0.91	38.4 19.5	D B		0.67	25.3	C B	0.86	36.3	D B	┢───╢	
	West 124 th Street	NB	LTR L	0.46	19.3		0.47 0.52	19.5 24.1	С		0.38	18.3		0.38	18.3 36.8	D	\parallel	
38	and St. Nicholas Avenue-Manhattan	SB	T				0.52	24.1	c					0.79	17.1	B	╞───╢	
	Avenue	38	LT	0.74	26.7	C					0.75	29.6	C					
		~																
		Öv	erall	0.7	24.0	С	0.74	28.7	С		0.71	25.3	С	0.82	29.5	С		

Table 3.15-8	
Comparison of the traffic analyses under year 2017 Mitigated No-Action and Action con-	ditions
125th Street Re-Zoning - Manhattan, New York	

No	Intersection				Weekd	lay PM F	Peak Hou	r (4:00-5:00	PM)		Saturday MD Peak Hour (1:00-2:00 PM)								
		Approach	n Movement	2017 NO ACTION			2017 AC	CTION LEFT	T-TURN		20	17 NO ACTI	ON	201					
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?		
		EB	LTR	0.65	25.4	С	0.65	25.4	С		0.64	25.2	С	0.64	25.2	С			
	E a cata th area t	WB	LTR	0.64	25.2	С	0.65	25.7	С		0.67	26.4	С	0.67	26.4	С			
39	East 116 th Street and Park Avenue	NB	LTR	0.76	25.2	С	0.77	25.8	С		0.52	17.9	В	0.52	18.0	В			
		SB	LTR	0.99	52.6	D	0.98	52.0	D		0.83	29.2	С	0.83	29.2	С			
		Ov	erall	0.84	32.6	С	0.84	32.7	С		0.76	25.5	С	0.76	25.5	с			
		EB	LTR	0.73	32.9	С	0.75	34.1	С		0.68	30.8	С	0.70	31.6	С			
	West 116 th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.71	30.7	С	0.82	36.6	D		0.70	30.6	С	0.83	37.6	D			
40		NB	LTR	0.4	12.5	В	0.42	12.7	В		0.22	10.8	В	0.23	10.9	В			
		SB	LTR	0.39	12.5	В	0.38	12.4	В		0.34	12.0	В	0.34	12.0	В			
		Ov	erall	0.52	20.4	С	0.57	22.2	С		0.48	20.5	С	0.53	22.7	С			
	West 116 th Street and Frederick Douglass Boulevard	EB	LTR	0.3	22.5	С	0.31	22.6	С		0.24	21.7	С	0.25	21.8	С			
		WB	LTR	0.72	31.8	С	0.74	32.7	С		0.73	32.5	С	0.73	32.7	С			
41		NB	LTR	0.78	23.8	С	0.8	24.8	С		0.63	18.0	В	0.64	18.4	В			
		SB	LTR	0.5	15.7	В	0.52	16.0	В		0.45	14.5	В	0.46	14.6	В			
		Overall		0.76	24.5	С	0.78	25.2	С		0.66	22.4	С	0.67	22.6	С			
		EB	R	0.73	24.4	С	0.81	39.9	D		0.49	28.2	С	0.51	28.6	С			
	West 125th Street	WB	R	0.55	18.5	В	0.54	30.2	С		0.46	27.4	С	0.46	27.4	С			
42	and St. Clair Place	NB	Т	0.25	19.1	В	0.86	33.7	С		0.85	35.7	D	0.87	37.6	D			
		SB	Т	0.79	29.8	С	0.29	20.2	С		0.39	22.6	С	0.40	22.8	С			
		Ov	erall	0.76	24.9	С	*	32.6	С		*	30.0	С	*	30.8	С			
							UNSIGN		NTERS	ECTIONS									
	124 th Street and 5 th		L	0.26	11.0	В	0.43	12.7	В		0.27	11.0	В	0.40	12.3	В			
43	Avenue	SB	R	0.84	26.9	D	0.85	28.1	D		0.49	13.1	В	0.50	13.2	В			
44	East 124 th Street and Mt. Morris Park West	WB	L	0.4	9.0	A	0.4	9.0	A		0.21	7.9	A	0.21	7.9	A			

NB=northbound, SB=southbound, EB=eastbound, WB=westbound

L=exclusive left-turn, T= exclusive through, R=exclusive right-turn, LTR=shared left-through-right, TR=shared through/right-turn lane

LT = shared left-turn/throug lane, LR = shared left-turn/right-turn, DefL = defacto left-turn

v/c= volume-to-capacity ratio

LOS=Level-of-Service

Average Control Delay shown in units of "seconds per vehicle"

* HCS does not provide v/c calculation for this intersection

** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

3.15.5 CONCLUSIONS

This chapter analyzes the effects of added traffic demand from the 26 projected development sites on the study area street system in the study area during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. The results of these analyses show that the additional traffic demand generated by the proposed action would generate significant adverse traffic impacts on 11 approaches at <u>8</u> intersections during the weekday AM peak hour, 10 approaches at <u>8</u> intersections during the weekday midday peak hour, 28 approaches at 16 intersections during the weekday PM peak hour, and 25 approaches at 15 intersections during the Saturday midday peak hour. The proposed mitigation measures described in this chapter would mitigate all of these operational impacts, with the exception of the following five (5) intersections where unmitigated impacts would remain under the Action condition:

- <u>West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)</u>
- East 125th Street/Second Avenue (weekday PM peak hour)
- East 125th Street/.Third Avenue (weekday PM peak hour)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- <u>West 125th Street/St. Nicholas Avenue (weekday PM peak hour)</u>

3.15.6 PARKING

3.15.7 EXISTING CONDITIONS

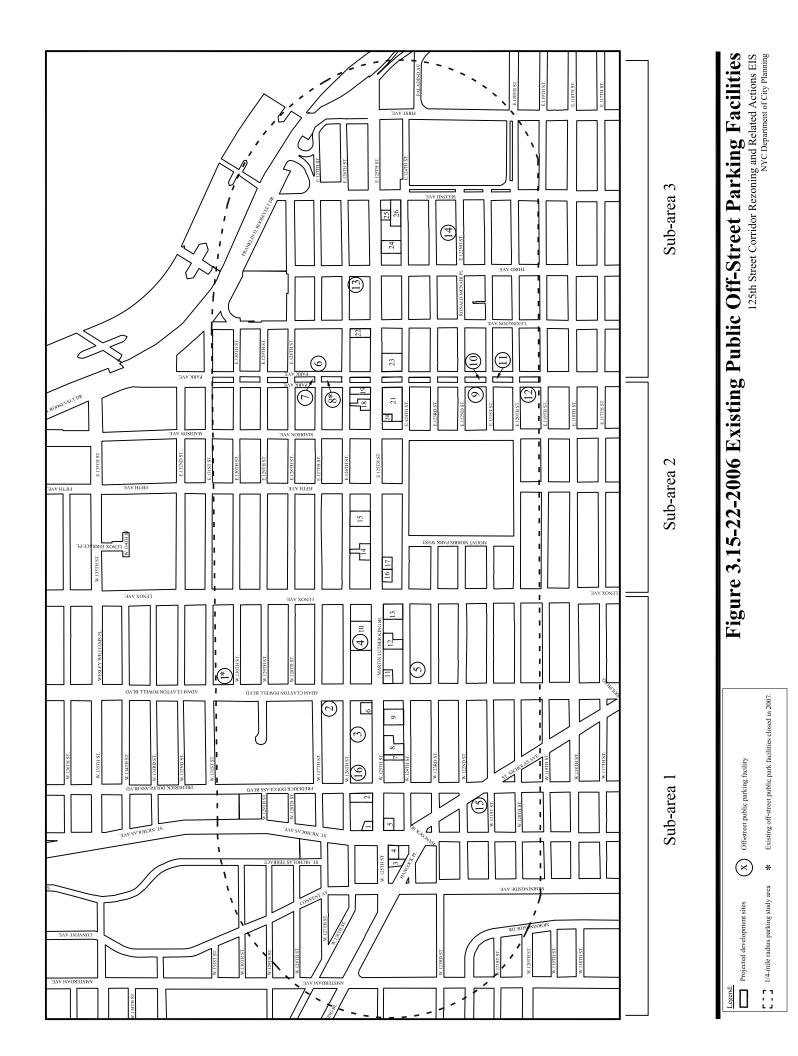
Parking

Off-Street Parking

Public off-street parking lots and garages within a ¹/₄-mile radius of projected development sites were assessed for their capacities and approximate utilization during the weekday midday period (when worker and retail demand would be highest) and during the overnight period (when residential demand typically peaks). As shown in Figure 3.15-22, the parking study area extends from approximately Amsterdam Avenue on the west to the Harlem River on the east, and from 119th Street on the south to 131st Street on the north. Given the large study area, and to ensure that any localized shortfalls in capacity are identified, the analysis divides the parking study area into three sub-areas corresponding to those used for the traffic impact analysis, as shown in Figure 3.15-22

There are 16 public parking facilities providing a total of 2,024 spaces within the study area, of which 977 spaces are located in Sub-Area 1, 225 spaces are located in Sub-Area 2 and 822 spaces are located in Sub-Area 3 (see Table 3.15-9). Four parking facilities with a total of 286 spaces are located along Park Avenue (beneath the Metro-North viaduct) on the boundary between Sub-Areas 2 and 3. For analysis purposes, the capacities and demand at these facilities have been evenly divided between Sub-Areas 2 and 3. Of the 16 public parking facilities within the study area, nine remain open during the overnight period, providing a total overnight capacity of 1,544 spaces.

Existing weekday midday and overnight utilization rates at all public parking facilities within the study area were surveyed in November 2006 and confirmed in 2007. As shown in Table 3.15-9, in the weekday midday period, total utilization is approximately 61 percent in Sub-Area 1 (385 spaces available), 62 percent in Sub-Area 2 (86 spaces available), and 69 percent in Sub-Area 3 (251 spaces available). During the overnight period, utilization is approximately 54 percent in Sub-Area 1 (306 spaces available), 34 percent in Sub-Area 2 (83 spaces available), and 77 percent in Sub-Area 3 (170 spaces available). Overall utilization within the study area totals 64 percent during both the weekday midday and overnight periods. Approximately 722 public parking spaces are available within the study area in the weekday midday period and 559 in the overnight hours.



						Mid	Midday Condition	u	Ovei	Overnight Condition	ion
				License	Licensed	Utilization	Spaces	Spaces	Utilization	Spaces	Spaces
L	No.	o. Name	Address/Location	Number	Capacity	Rate	Occupied	Available	Rate	Occupied	Available
	1	EZ Going Park Here, Inc.	2201 7th Ave	1157099	48	50%	24	24	50%	24	24
I	0	Impark HSW	2130-2138 7th Ave	N/A	71	33%	23	48		1	
6a	ю	i Impark LLC	215 W 125th St.	1102349	60	65%	39	21		1	
-9L	4		121 W 125th St.	1190381	304	50%	152	152	70%	213	91
qn	5	Uptown Parking Corp	160 W 124th St	427520	175	75%	131	4		1	
S	15	5 Easy Cross Parking	225 St. Nicholas Ave	955730	160	80%	128	32	60%	96	64
	16	6 270th W 126th St Parking Inc.	270 W 126th St.	1157098	159	60%	95	64	20%	32	127
			Sub-area 1 Total		977	61%	592	385	54%	365	306
	7*	* Aspire One LLC	Under Metro North btwn 127th and 128th	1204195	30	60%	18	12		1	-
7 E	*	* EZ Park Inc.	1824-28 Park Ave	1096449	68	33%	22	46	20%	14	54
116	6	North Gen. Hosp., Standard Park. Corp. Lot A	1875 Madison Ave	1177771	24	100%	24	0		1	
3-q	10^{*})* North Gen. Hosp., Standard Park. Corp. Lot B	1875 Madison Ave	N/A	20	100%	20	0	-	ł	
ns	11,	11* North Gen. Hosp., Standard Park. Corp. Lot C	1875 Madison Ave	N/A	25	80%	20	S	-	1	
	12	2 100 Parking Corp	1831 Madison Ave	1129272	58	60%	35	23	50%	29	29
			Sub-area 2 Total		225	62%	139	86	34%	43	83
	9		1845-65 Park Ave.	1157097	275	50%	138	137	80%	220	55
£	*		Under Metro North btwn 127th and 128th	1204195	30	60%	18	12		-	
вэ	*		1824-28 Park Ave	1096449	68	33%	22	46	20%	14	54
ıs-	10^{*})* North Gen. Hosp., Standard Park. Corp. Lot B	1875 Madison Ave	N/A	20	100%	20	0	-		
qn	11^*	* North Gen. Hosp., Standard Park. Corp. Lot C	1875 Madison Ave	N/A	25	80%	20	5	-	ł	
S	13	3 Champion 126 LLC	162 E 126th St.	1125593	204	75%	153	51	80%	163	41
	14	4 Taino Tours Garage Corp.	221 E 122nd St.	293445	200	100%	200	0	%06	180	20
			Sub-area 3 Total		822	69%	571	251	77%	577	170
			Sub-area Total		2024	64%	1302	722	64%	985	559

NOTES

* - Facilities located in the median of Park Avenue are assumed to service both Sub-areas 2 and 3. Capacity and demand at these facilities are divided equally between these two sub-areas. Existing off street public parking facilities No. 1 and No. 8 observed to be closed in mid-2007. Reduction in study area parking spaces incorporated into the future No Action analysis. Source: PHA field study. November, 2006. confirmed 2007

3.15.8 FUTURE WITHOUT THE PROPOSED ACTION (NO ACTION CONDTION)

Parking

Off-Street Parking

Demand for public parking spaces in the study area is expected to change as a result of new development as well as background growth. The analysis of No Action parking conditions considers background growth, new parking demand generated by known developments within the study area, and the potential redevelopment of 14 of the 26 projected development sites pursuant to current zoning. Where required under existing zoning, it was assumed that No Action developments would provide as-of-right accessory parking. In mid-2007, (subsequent to the November 2006 field surveys), two existing public parking facilities not located on projected development sites (Nos. 1 and 8 in Table 3.15-9) were observed to have closed, reducing the parking capacity of Sub-area 1 by 48 spaces and Sub-areas 2 and 3 by 68 spaces each during the midday and overnight periods. This reduction in study area parking capacity has been incorporated in the analysis of future No Action parking conditions.

Table 3.15-10 shows the future No Action off-street public parking supply and demand expected in the study area during the weekday midday and overnight periods. As shown in Table 3.15-10, in the weekday midday period, utilization would increase to approximately 67 percent in Sub-Area 1 compared to 61 percent under Existing conditions, and to approximately 82 percent in Sub-Area 3 versus 69 percent under Existing conditions. In Sub-Area 2, existing weekday midday demand and demand generated by background growth and new residential, retail and community facility uses would exceed capacity in the No Action condition by approximately 265 spaces, resulting in a utilization rate of 268 percent compared to 62 percent under Existing conditions. During the overnight period, utilization would increase from 54 percent to 62 percent in Sub-Area 1, from 34 percent to 78 percent in sub-area 2, and from 77 percent to 91 percent in Sub-Area 3. As shown in Table 3.15-10, overall utilization within the study area in the No Action condition would total 90 percent in the weekday midday and 77 percent during the overnight period, compared to 64 percent in both the midday and overnight periods under Existing conditions. A total of approximately 174 spaces would remain available at public offstreet parking facilities within ¹/₄-mile of projected development sites in the midday and 313 in the overnight period in the No Action condition, although there would be a deficit of 265 spaces in Sub-Area 2 during the weekday midday.

Table 3.15-10 2017 Study Area No Action Off-Street Public Parking Conditions

			Existing Condition	tion			No Action	No Action Condition (4)	
Period	Total Capacity (1)	Estimated Demand (1)	Spaces Available (2)	Utilization	Public Spaces Eliminated	Total Capacity	Estimated Demand (3)	Spaces Available (2)	Utilization
Sub-area 1 Weekday Midday	<i>LT</i> 9	592	385	61%	48	929	622	307	67%
Sub-area 2 Weekday Midday	225	139	86	62%	68	157	422	-265	268%
Sub-area 3 Weekday Midday	822	571	251	69%	68	754	622	132	82%
Study Area Total Weekday Midday	2,024	1,302	722	64%	184	1,841	1,666	174	90%
Sub-area 1 Overnight	671	365	306	54%	48	623	384	239	62%
Sub-area 2 Overnight	126	43	83	34%	89	58	45	13	78%
Sub-area 3 Overnight	747	577	170	77%	68	679	618	61	91%
Study Area Total Overnight	1,543	985	558	64%	184	1,360	1,047	313	77%

Notes:

Source: PHA November 2006 Field Study, confirmed in 2007
 Negative spaces available indicates that demand is greater than capacity
 Includes 0.5 percent per year growth for the 2007 through 2017 period and demand from new development
 No Action analysis includes the reduction of available parking spaces resulting from the elimination of facility No. 1 and No. 8.

On-Street Parking

In the future without the proposed action, it is anticipated that demand for on-street parking would increase as a result of new development as well as general background growth. In addition, as discussed in Chapter 3.16, "Transit and Pedestrians," it is anticipated that MTA New York City Transit would implement Bus Rapid Transit (BRT) service along the M15 limited route during the 2007 through 2017 period. Implementation of BRT service would involve the installation of dedicated bus lanes along both curbs of 125th Street from Twelfth Avenue to First Avenue (westbound) and Second Avenue (eastbound), as well as along the east curb of First Avenue and the west curb of Second Avenue within the parking study area. When these lanes are in operation – from 7 AM to 10 AM and 4 PM to 7 PM, Monday through Friday – the curb lanes would be unavailable for parking, resulting in a reduction of approximately 165 metered and 204 unmetered parking spaces within the study area during these periods. However, as the curb lanes would remain available for parking during other periods, the planned implementation of BRT service is not expected to affect on-street parking supply during the weekday midday or overnight peak periods.

As previously discussed, existing on-street parking utilization ranges from 90 to 93 percent within each sub-area, and is approximately 92 percent for the study area as a whole. With demand from new development as well as general background growth (assumed to be 0.5 percent per year) during the 2007 through 2017 period, it is anticipated that utilization of on-street parking spaces (both metered and unmetered) would be at or near capacity within each sub-area as well as the study area as a whole during the peak midday period under No Action conditions.

3.15.9 FUTURE WITH THE PROPOSED ACTION (WITH ACTION CONDITION)

Parking

Off-Street Parking

With implementation of the proposed action, it is anticipated that 16 new parking garages with a total net capacity of approximately 1,743 spaces would be provided on projected development sites. As shown in Table 3.15-11, nine public facilities with a total of 1,034 spaces would be provided on projected development sites 2, 3, 7, 8, 9, 10, 11, 12 and 13 in Sub-Area 1, three facilities with 421 spaces on sites 14, 15 and 21 in Sub-Area 2, and four facilities with a total of 592 spaces on sites 22, 23, 24 and 26 in Sub-Area 3. In addition to the proposed public parking spaces, a total of 432 accessory parking spaces would also be provided to accommodate a portion of the demand from projected development sites. With the exception of the existing 304-space public parking garage on Site 10, which would be replaced by new development incorporating a 196-space public parking garage, no existing public parking facilities would be displaced by the proposed action.

SUB-ARE	A 1	SUB-A	REA 2	SUB-A	REA 3
Site	Spaces	Site	Spaces	Site	Spaces
2	145	14	121	22	166
3	20	15	150	23	150
7	50	21	150	24	126
8	150			26	150
9	150				
10	197				
11	23				
12	150				
13	150				
Spaces Proposed	1,034		421		592
Existing Spaces Displaced	304*		0		0
Net New Spaces Provided	730		421		592
		STUDY	AREA TC	DTAL	1,743
Notes: * 304 existing p incorporating a 196-spa	01		are displaced by a	a new developme	nt

Table 3.15-11Site and Capacity of Proposed Public Parking Garages

Table 3.15-12 shows the total estimated hourly parking demand that would be generated by the projected development sites, the number of accessory parking spaces provided, and the net increase in parking demand that would occur at public parking facilities. As shown in Table 3.15-12, the proposed action would generate a maximum total net demand of 724 spaces in the study area during the 10-11 AM period. The proposed action would generated a net demand of 666 public parking spaces in Sub-Area 1 during this period (resulting primarily from office and

commercial developments), and Sub-Area 2 would generate a net demand of 58 spaces. During the weekday midday, the proposed action would provide sufficient accessory parking spaces in Sub-Area 3 to accommodate all project-generated demand and would not add to overall demand on the public parking system. During the overnight period, new public parking demand from projected development sites would total 378, 176 and 102 spaces in Sub-Areas 1, 2 and 3, respectively, for a total of 656 spaces in the study area as a whole.

Table 3.15-13 shows the study area 2017 off-street public parking conditions with the proposed action. With the proposed action the number of available parking spaces in off-street public parking facilities within ¹/₄-mile of projected development sites in the weekday midday would total 371 in Sub-Area 1 (compared to 307 in the No Action condition), 98 in Sub-Area 2 (compared to a deficit of 265 spaces in the No Action condition), 724 in Sub-Area 3 (132 in the No Action), and 1,193 in the study area as a whole (174 in the No Action). During the overnight period, the number of available public parking spaces would total 591 in Sub-Area 1 (239 in the No Action), 258 in Sub-Area 2 (13 in the No Action), 551 in Sub-Area 3, (61 in the No Action) and 1,400 in the study area as a whole (312 in the No Action). Overall, in both the weekday midday and overnight periods, the proposed action would substantially increase the availability of off-street public parking spaces in each sub-area and in the study area as a whole compared to the No Action condition. Off-street public parking utilization in the overall study

Table 3.15-12 2017 Weekday Parking Accumulation for the With Action Condition

				ady ranning /					•••••	
SUB-A	REA 1 DEM	AND AND SUPF	PLY							
				Office/Commercial and		Community	Storage	Total	Accessory	Excess
	Residential (1)	Specialty Retail (2)	Local Retail (1)	Community Facility B (1) (3)	Hotel (4)	Facility A (3) (4)	Manufacturing (1)	Demand	Supply	Demand
12-1 AM	587	0	0	0	30	0	0	617	239	378
1-2	587	0	0	0	30	0	0	617	239	378
2-3	587	0	0	0	30	0	0	617	239	378
3-4	587	0	0	0	30	0	0	617	239	378
4-5	585	0	0	0	30	0	0	615	239	376
5-6	574	0	0	1	30	0	0	605	239	366
6-7	552	0	0	17	30	0	0	599	239	360
7-8	522	10	0	94	30	0	0	656	239	417
8-9	470	26	0	280	26	0	0	802	239	563
9-10	450	35	-1	379	25	0	0	888	239	649
10-11	426	60	-2	396	25	0	0	905	239	666
11-12	415	80	-3	373	24	0	0	889	239	650
12-1 PM	411	88	-2	351	24	0	0	872	239	633
1-2	411	88	-2	343	26	0	0	866	239	627
2-3	409	83	-2	362	25	0	0	877	239	638
3-4	418	77	-3	360	25	0	0	877	239	638
4-5	451	77	-3	247	26	0	0	798	239	559
5-6	480	71	-2	36	28	0	0	613	239	374
6-7	505	71	-1	6	29	0	0	610	239	371
7-8	527	78	-1	0	30	0	0	634	239	395
8-9	541	62	-1	0	30	0	0	632	239	393
9-10	561	24	0	0	30	0	0	615	239	376
10-11	584	5	0	0	30	0	0	619	239	380
11-12	587	0	0	0	30	0	0	617	239	378

	Residential (1)	Specialty Retail (2)	Local Retail (1)	Office/Commercial and Community Facility B (1) (3)	Hotel (4)	Community Facility A (3) (4)	Storage Manufacturing (1)	Total Demand	Accessory Supply	Excess Demand
12-1 AM	211	0	0	0	0	1	0	212	36	176
1-2	211	0	0	0	0	1	0	212	36	176
2-3	211	0	0	0	0	0	0	211	36	175
3-4	211	Ő	Ő	0	Ő	Ő	0	211	36	175
4-5	211	Ő	Ő	Ő	õ	Ő	0	211	36	175
5-6	207	0	0	0	0	0	0	207	36	171
6-7	199	0	0	-2	0	0	0	197	36	161
7-8	189	0	0	-11	0	-1	-2	175	36	139
8-9	170	0	0	-35	0	1	-4	131	36	95
9-10	163	0	0	-56	0	1	-6	101	36	65
10-11	154	0	2	-57	0	1	-6	94	36	58
11-12	149	0	6	-54	0	1	-5	97	36	61
12-1 PM	148	0	4	-51	0	1	-4	98	36	62
1-2	148	0	4	-50	0	1	-4	99	36	63
2-3	147	0	4	-53	0	1	-4	95	36	59
3-4	151	0	4	-53	0	-1	-4	97	36	61
4-5	163	0	4	-25	0	-3	-3	136	36	100
5-6	174	0	5	-5	0	-4	-1	169	36	133
6-7	182	0	3	-1	0	-3	0	182	36	146
7-8	190	0	2	0	0	-1	0	191	36	155
8-9	195	0	0	0	0	1	0	196	36	160
9-10	202	0	0	0	0	1	0	203	36	167
10-11	210	0	0	0	0	1	0	211	36	175
11-12	211	0	0	0	0	1	0	212	36	176

	Residential (1)	Specialty Retail (2)	Local Retail (1)	Office/Commercial and Community Facility B (1) (3)	Hotel (4)	Community Facility A (3) (4)	Storage Manufacturing (1)	Total Demand	Accessory Supply	Excess Demand
12-1 AM	272	0	0	0	-13	0	0	259	157	102
1-2	272	0	0	0	-13	0	0	259	157	102
2-3	272	0	0	0	-13	0	0	259	157	102
3-4	272	0	0	0	-13	0	0	259	157	102
4-5	271	0	0	0	-13	0	0	258	157	101
5-6	266	0	0	0	-13	0	0	253	157	96
6-7	256	0	0	-1	-13	0	0	242	157	85
7-8	242	2	0	-6	-13	0	-2	223	157	66
8-9	218	2	0	-19	-13	0	-4	184	157	27
9-10	208	5	-1	-25	-13	-1	-10	163	157	6
10-11	197	8	-2	-25	-13	-1	-10	154	157	0
11-12	190	13	-2	-25	-13	-1	-10	152	157	0
12-1 PM	189	14	-2	-25	-12	-1	-10	153	157	0
1-2	189	14	-2	-26	-13	-1	-10	151	157	0
2-3	188	13	-2	-27	-13	-1	-10	148	157	0
3-4	192	12	-2	-26	-12	-1	-10	153	157	0
4-5	209	12	-2	-13	-13	-1	-8	184	157	27
5-6	222	12	-1	-2	-13	-1	-1	216	157	59
6-7	234	12	0	0	-13	0	0	233	157	76
7-8	244	13	0	0	-13	0	0	244	157	87
8-9	251	10	0	0	-13	0	0	248	157	91
9-10	261	4	0	0	-13	0	0	252	157	95
10-11	271	1	0	0	-13	0	0	259	157	102
11-12	273	0	0	0	-13	0	0	260	157	103

TOTAL PROJECT DEMAND AND SUPPLY

	Posidontial (1)	Specialty Retail (2)	Logal Ratail (1)	Office/Commercial and Community Facility B (1) (3)	Hotal (4)	Community	Storage	Total Demand	Accessory	Excess Demand
		Specialty Retail (2)	. ,	Community Facility B (1) (3)	Hotel (4)	Facility A (3) (4)	Manufacturing (1)		Supply	
12-1 AM	1070	0	0	0	17	1	0	1088	628	656
1-2	1070	0	0	0	17	1	0	1088	628	656
2-3	1070	0	0	0	17	0	0	1087	628	655
3-4	1070	0	0	0	17	0	0	1087	628	655
4-5	1067	0	0	0	17	0	0	1084	628	652
5-6	1046	0	0	1	17	0	0	1065	628	633
6-7	1007	0	0	14	17	0	0	1038	628	606
7-8	953	12	0	77	17	-1	-4	1054	628	622
8-9	857	16	0	226	13	1	-8	1117	628	685
9-10	820	18	-2	298	12	-1	-16	1152	628	720
10-11	777	46	-2	314	12	0	-16	1153	628	724
11-12	754	52	1	294	11	0	-15	1138	628	711
12-1 PM	748	58	0	275	12	0	-14	1123	628	695
1-2	747	58	0	267	13	0	-14	1116	628	690
2-3	743	49	0	282	12	-1	-14	1120	628	697
3-4	761	48	-1	281	13	-2	-14	1127	628	699
4-5	822	60	-1	209	13	-4	-11	1118	628	686
5-6	876	52	2	29	15	-5	-2	998	628	566
6-7	920	48	2	5	16	-3	0	1025	628	593
7-8	961	51	1	0	17	-1	0	1069	628	637
8-9	987	29	-1	0	17	1	0	1076	628	644
9-10	1024	12	0	0	17	1	0	1070	628	638
10-11	1065	6	0	0	17	1	0	1089	628	657
11-12	1071	0	0	0	17	1	0	1089	628	657

Notes
1 Based on data from Pushkarev & Zupan, Urban Space For Pedestrians, and ABC West End Avenue Properties FEIS, March 1993.
2 ITE Trip Generation
3 As per transportation planning assumptions, Community Facility A represents half the community facility floor area and assumed to have the parking pattern of a recreational center and Community Facility B represents half the community facility floor area and assumed to have office parking patterns
4 Jamaica EIS Counts at LaGuardia Crowne Plaza

Table 3.15-13 2017 Study Area With Action Off-Street Public Parking Conditions

		No Actio	No Action Condition				With Action Condition	dition		
Period	Total Capacity	Estimated Demand	Spaces Available (2)	Utilization	New Public Spaces Provided (1)	Total Capacity (3)	Project Increment Demand	t Total Demand (4)	Net Spaces Available (2)	Utilization
Sub-area 1 Weekday Midday	929	622	307	67%	730	1,659	666	1,288	371	78%
Sub-area 2 Weekday Midday	157	422	-265	268%	421	578	58	480	98	83%
Sub-area 3 Weekday Midday	754	622	132	82%	592	1,346	0	622	724	46%
Study Area Total Weekday Midday	1,841	1,666	174	90%	1,743	3,583	724	2,390	1,193	67%
Sub-area 1 Overnight	623	384	239	62%	730	1,353	378	762	591	56%
Sub-area 2 Overnight	58	45	13	78%	421	479	176	221	258	46%
Sub-area 3 Overnight	679	618	61	91%	592	1,271	102	720	551	57%
Study Area Total Overnight	1,360	1,047	312	77%	1,743	3,103	656	1,703	1,400	55%

Notes:

Assumes replacement of the existing 304-space public parking garage on Site 10 by new development that includes a 196-space public parking garage
 Negative number indicates that demand is greater than capacity
 Includes proposed new public parking garages
 Includes proposed new public parking garages
 Demand unaccommodated in accessory parking

area would total 67 percent and 55 percent during the weekday midday and overnight periods, respectively, compared to 90 percent and 77 percent during the weekday midday and overnight periods in the No Action condition.

It should be noted that under the proposed zoning text, public parking would be allowed as-ofright in addition to required accessory parking. The analysis presented in Table 3.15-13 assumes the development of a total of 1,743 off-street public parking spaces as-of-right under the reasonable worst case development scenario (RWCDS). With this new public parking there would be a total of approximately 1,193 and 1,400 spaces available at public parking facilities within the study during the weekday midday and overnight periods, respectively, in the future with the proposed action. If as-of-right public parking were not included in the RWCDS, there would be a deficit of approximately 549 spaces and 343 spaces at off-street public parking facilities within the study area during the weekday midday and overnight, respectively

According to *CEQR Technical Manual* criteria, for proposed actions in central business districts (CBDs) outside of the Manhattan CBD (defined as the area below 61st Street), a parking shortfall that exceeds more than half the available on-street and off-street parking spaces within ¹/₄-mile of the site may be considered significant. As discussed above, with the development of both accessory and as-of-right off-street public parking under the reasonable worst case development scenario, there would continue to be available off-street public parking capacity within ¹/₄-mile of projected development sites in the peak weekday midday and overnight periods. No significant adverse impacts to off-street public parking are therefore anticipated within the study area under the RWCDS.

The proposed action would not substantially affect the number of on-street parking spaces within the study area, and there would be sufficient off-street public parking capacity to accommodate all project-generated parking demand not otherwise accommodated in accessory parking facilities. The proposed action would therefore not result in a significant adverse impact to onstreet parking conditions. It should be noted, however, that utilization of on-street parking spaces (both metered and unmetered) would likely remain at or near capacity within the study area during the peak weekday midday period, as was the case for the No Action condition.

MITIGATION

Parking

As discussed above, changes to curbside parking regulations that would be implemented as mitigation for significant adverse traffic impacts would displace existing curbside parking spaces on West 126th Street (approaching Lenox and St. Nicholas Avenues), on St. Nicholas Avenue (approaching West 126th Street), and on Lexington Avenue (between East 124th and East 125th Streets). A total of approximately 25 on-street parking spaces would be displaced in the weekday AM peak hour, eight in the midday, 18 in the PM and 19 in the Saturday midday peak hour.

With the development of both accessory and as-of-right off-street public parking under the RWCDS, there would be a total of approximately 1,193and 1,400 spaces available at public parking facilities within the study during the weekday midday and overnight periods, respectively, and there would be sufficient off-street public parking capacity available to accommodate all project-generated parking demand not otherwise accommodated in accessory parking facilities. It is anticipated that sufficient capacity would also be available to accommodate the relatively small number of vehicles (25 or fewer) displaced from on-street parking spaces due to traffic mitigation measures, and no new significant adverse parking would occur as a result of the proposed action's traffic mitigation plan. Utilization of on-street parking spaces (both metered and unmetered) would, however, likely remain at or near capacity within the study area during the peak weekday midday period, as was the case for the No Action and With Action conditions.

3.15-10. TRAFFIC SAFETY

According to the *CEQR Technical Manual*, locations within close proximity to sensitive land uses, such as hospitals, schools, parks, nursing homes, or elderly housing, which could be affected by traffic volumes generated by the Proposed Action, require a detailed analysis of safety impacts. Roadways with high accident rates or a design that makes it difficult for pedestrians to traverse safely also require analysis. The *CEQR Technical Manual* (page 3O-4) considers an intersection to be a high-accident location if there are five (5) or more pedestrian/bicycle accidents in any year in the most recent three-year period for which data is available.

Accident records for the 44 intersections within the study area were obtained from NYCDOT for the three-year period from January 1, 2004 to December 31, 2006. Table 3.15-14 summarizes the data to present pedestrian and bicycle accidents for the three-year period. A review of these records revealed that there are five (5) or more accidents at the following intersections:

- <u>West 135th Street/Lenox Avenue There were five pedestrian and two bicycle related</u> <u>accidents in 2006.</u>
- <u>East 125th Street/Second Avenue There were five pedestrian and three bicycle related</u> <u>accidents in 2005.</u>
- East 125th Street/Third Avenue There were five pedestrian and three bicycle related accidents in 2005.
- <u>East 125th Street/Lexington Avenue There were ten pedestrian and one bicycle related</u> <u>accidents in 2004, seven pedestrian related accidents in 2005, and eight pedestrian related</u> <u>accidents in 2006.</u>
- East 125th Street/Madison Avenue There were four pedestrian and one bicycle related accidents in 2006.
- <u>West 125th Street/Lenox Avenue There were six pedestrian related accidents in 2005.</u>
- <u>East 125th Street/St. Nicholas Avenue There were four pedestrian and one bicycle</u> related accidents in 2005.
- <u>West 125th Street/Amsterdam Avenue There were seven pedestrian and one bicycle</u> related accidents in 2005 and eight pedestrian related accidents in 2006.

As per 125th Street Rezoning FEIS, the prohibition of eastbound and westbound left-turn movements along 125th Street would reduce the number of conflicting traffic flows for pedestrians. Furthermore, the mitigation measures proposed for the *Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development FEIS* to mitigate significant adverse traffic impacts at East 125th Street/Second Avenue and East 125th Street/Amsterdam Avenue are expected to improve traffic flow and reduce vehicular-pedestrian conflicts at these intersections. Detailed accident histories identifying the locations and contributing factors of each of the pedestrian/bicycle accidents were not available. However, inattentiveness, disregard of signals, and other human factors behaviors by the driver or the pedestrian are often responsible for such accidents. Implementation of the following measures would reduce the likelihood of pedestrian and vehicular conflicts at the study intersections listed above:

- <u>Installation of high-visibility crosswalks, and re-painting of existing crosswalks, to</u> <u>delineate the pedestrian crossing area.</u>
- Installation of pedestrian and vehicle warning signs
- <u>Installing curb extensions (bulb-outs) at the corners to increase pedestrian circulation and</u> waiting space, and reduce the propensity for crowding on the sidewalk.

<u>Application and implementation of the safety improvements described above would require approval from NYCDOT.</u>

Table 3.15-14 Summary of Pedestrian and Bicycle Related Accident Location 125th Street Re-Zoning - Manhattan, New York

			<u>2004</u>			<u>2005</u>			2006	
			PEDESTRIAN	ы		PEDESTRIAN	<u>ST</u>		PEDESTRIAN	<u>st</u>
NODE #	INTERSECTION	III	STF	BICYCLIST	III	STF		1	STE	
		TAI	DE	ž	IAI	DE	ХC	TAI	DE	χc
		TOTAL	E	BIC	TOTAL	БП	BICYCLIST	TOTAL	E	BICYCLIST
<u>1369</u>	W.135th Street and Lenox Avenue	<u>3</u>	2	<u>1</u>	<u>2</u>	2	<u>0</u>	<u>7</u>	<u>5</u>	2
<u>1350</u>	W.135th Street and Adam C.Powell Boulevard	1	1	0	3	<u>3</u>	<u>0</u>	3	3	0
<u>1325</u>	W.135th Street and Fredrick Douglass Boulevard	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>
<u>8978</u>	E.126th Street and 2nd Aveneu	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	1	<u>1</u>	<u>0</u>
<u>10085</u>	E.126th Street and 3rd Avenue	1	1	<u>0</u>	1	1	<u>0</u>	3	3	<u>0</u>
<u>10046</u>	E.126th Street and Lexington Avenue	2	2	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	1	<u>1</u>	<u>0</u>
<u>12196</u>	E.126th Street and Park Avenue NB	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	0	<u>0</u>	<u>0</u>
<u>9989</u>	E.126th Street and Park Avenue SB	<u>0</u>	<u>0</u>	<u>0</u>	2	2	<u>0</u>	1	<u>1</u>	<u>0</u>
<u>9942</u>	E.126th Street and Madison Avenue	<u>0</u>	0	0	<u>0</u>	<u>0</u>	0	3	2	1
<u>9390</u>	E.126th Street and 5th Avenue	<u>0</u>	0	<u>0</u>	<u>1</u>	1	0	0	<u>0</u>	0
<u>9367</u>	W.126th Street and Lenox Avenue	2	2	0	0	0	0	0	0	0
<u>9344</u>	W.126th Street and Adam C.Powell Boulevard	<u>0</u>	0	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	0	0	0
9293	W.126th Street and Fredrick Douglass Boulevard	1	1	0	1	1	0	0	0	0
9265	W.126th Street and St Nicholas Avenue	0	0	0	0	0	0	0	0	0
9248	W.126th Street and Morningside Avenue	1	0	1	2	1	1	2	2	0
8968	E.125th Street and 1st Avenue	1	1	0	0	0	0	0	0	0
8964	E.125th Street and 2nd Avenue	2	1	1	5	3	2	0	0	0
10086	E.125th Street and 3rd Avenue	3	3	0	5	3	2	2	_ <u>₹</u> 1	_ <u>₹</u> 1
10047	E.125th Street and Lexington Avenue	<u> </u>	<u></u> 10	<u>⊻</u> 1	7	<u>⊻</u> 7	0	8	8	0
12197	E.125th Street and Park Avenue NB	0	0	0	1	1	0	_ <u></u> 1	1	0
9990	E.125th Street and Park Avenue SB	<u>⊻</u> 1	<u>⊻</u> 1	0	<u> </u>	0	<u> </u>	1	<u> </u>	<u>v</u> 0
<u>9990</u> 9943	E.125th Street and Madison Avenue	3	<u> </u>	0	1	0	1	5	4	<u>U</u> 1
<u>93943</u> 9391	E.125th Street and 5th Avenue	<u> </u>	<u>3</u>	0	<u> </u>	<u>0</u> 3	1	<u>5</u> 4	<u>4</u> <u>3</u>	<u> </u>
			<u> </u>				<u> </u>	<u>4</u> 1	<u>2</u> 1	<u> </u>
<u>9368</u>	W.125th Street and Lenox Avenue			<u>0</u>	<u>6</u> 1	<u>6</u> 1	<u>0</u>	1		<u>0</u>
<u>9345</u>	W.125th Street and Adam C.Powell Boulevard	0	<u> </u>	<u>0</u>	-	-	0	0	<u> </u>	<u>0</u>
<u>9294</u>	W.125th Street and Fredrick Douglass Boulevard		0	0	<u>1</u>	1	0		0	<u>0</u>
<u>9266</u>	W.125th Street and St Nicholas Avenue	0	<u>0</u>	<u>0</u>	5	4	1	2	1	1
<u>9249</u>	W.125th Street and Morningside Avenue	<u>1</u>	<u>0</u>	1	1	1	<u>0</u>	<u>6</u>	4	2
<u>1187</u>	W.125th Street and Amsterdam Avenue	1	1	<u>0</u>	8	<u>7</u>	1	8	8	<u>0</u>
<u>1148</u>	W.125th Street and Broadway SB	1	<u>1</u>	<u>0</u>	<u>0</u>	0	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>1149</u>	W.125th Street and Broadway SB	<u>0</u>	<u>0</u>	<u>0</u>						
<u>1418</u>	W.125th Street and St Clair Place	<u>0</u>	<u>0</u>	<u>0</u>						
<u>1075</u>	W.125th Street and 12 Avenue	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>8965</u>	E.124th Street and 2nd Avenue	2	<u>2</u>	<u>0</u>	<u>1</u>	1	<u>0</u>	<u>3</u>	<u>3</u>	<u>0</u>
<u>10087</u>	E.124th Street and 3rd Avenue	3	3	<u>0</u>	0	<u>0</u>	0	4	4	0
<u>10048</u>	E.124th Street and Lexington Avenue	1	1	0	<u>2</u>	2	<u>0</u>	1	<u>1</u>	<u>0</u>
<u>12198</u>	E.124th Street and Park Avenue NB	1	1	0	<u>0</u>	<u>0</u>	0	0	<u>0</u>	0
<u>9991</u>	E.124th Street and Park Avenue SB	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	0	0	0	<u>0</u>	0
9944	E.124th Street and Madison Avenue	0	0	0	1	1	0	0	0	0
9392	E.124th Street and 5th Avenue	0	0	0	1	1	0	0	0	0
9427	W.124th Street and Mt Morris Avenue	0	0	0	0	0	0	0	0	0
9369	W.124th Streetand Lenox Avenue	0	0	0	0	0	0	0	0	0
9346	W.124th Street and Adam C.Powell Boulevard	0	0	0	0	0	0	0	0	0
9295	W.124th Street and Fredrick Douglass Boulevard	1	1	0	0	0	0	0	0	0
9267	W.124th Streetand St Nicholas Avenue	0	0	0	0	0	0	0	0	0
<u>12206</u>	E.116th Street and Park Avenue NB	2	<u>⊻</u> 1	<u>⊻</u> 1	<u>0</u>	0	0	0	<u>0</u>	0
9999	E.116th Street and Park Avenue SB	0	0	0	0	0	0	0	0	0
<u>9999</u> 9354	W.116th Street and Adam C.Powell Boulevard	0		<u>0</u>	<u>U</u> 3	<u>0</u> 3	0	0	<u>0</u>	<u>0</u>
			<u>0</u>				<u>U</u> 1			
<u>9304</u>	W.116th Street and Fredrick Douglass Boulevard	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	0		1	<u>1</u>	<u>0</u>

This table has been included as part of the FEIS