

A. INTRODUCTION

The proposed project is the redevelopment of the Victoria Theater site located on the north side of West 125th Street, midblock between Eighth Avenue (Frederick Douglass Boulevard) and Seventh Avenue (Adam Clayton Powell, Jr. Boulevard) in Harlem. For the purposes of this analysis, the proposed project includes approximately 230 residential units, an approximately 210-room hotel, approximately 4,500 gross square feet (gsf) of local retail (retail located on ground floor with street access, approximately 22,500 gsf of building support retail (retail located on the second and third floors accessed only through the building, and which is expected to be patronized by occupants of the hotel and residential components of the project, patrons of the arts and culture component of the project, and others in the area of the project site), and approximately 25,000 gsf of cultural/community space that includes a 199-seat performance theater and a 99-seat flexible use performance space. Pedestrian access to the project site would be provided on both West 125th Street and West 126th Street, with vehicle access to an internal drop-off/pick-up area and underground parking garage provided on West 126th Street.

PRINCIPAL CONCLUSIONS

The proposed project would not result in any significant adverse pedestrian, transit, or parking impacts. However, project-generated vehicle trips are expected to result in significant adverse traffic impacts at the following eight approaches/lane groups:

- The westbound approach at the signalized intersection of West 126th Street and Eighth Avenue during the Saturday peak hour.
- The westbound approach at the signalized intersection of West 126th Street and Seventh Avenue during the Saturday peak hour.
- The westbound approach at the signalized intersection of West 125th Street and Eighth Avenue during the AM, PM, and Saturday peak hours.
- The eastbound approach at the signalized intersection of West 125th Street and Seventh Avenue during the midday and PM peak hours.
- The westbound approach at the signalized intersection of West 125th Street and Seventh Avenue during the Saturday peak hour.
- The eastbound approach at the signalized intersection of West 125th Street and Lenox Avenue during the midday peak hour.
- The eastbound approach at the signalized intersection of West 124th Street and Seventh Avenue during the PM peak hour.
- The eastbound approach at the signalized intersection of West 124th Street and Lenox Avenue during the PM peak hour.

These impacts can be mitigated with minor adjustments to existing signal timings, as discussed below in Section J, “Traffic Mitigation.”

B. PROJECT TRIP GENERATION

TRAVEL DEMAND FACTORS

Trip estimates were developed for the proposed project’s residential, hotel, retail, and cultural/community spaces. Travel demand factors were based on information provided in the 2012 *CEQR Technical Manual* (New York City Mayor’s Office of Environmental Coordination, January 2012), other established sources and approved studies, and guidance from the New York City Department of Transportation (NYCDOT), as presented in **Table 14-1**.

During the weekday AM, midday, and PM peak hours, the cultural/community space would primarily be used for exhibitions, rehearsals, and administrative uses. Given the intended uses for this space, the travel characteristics of a museum use presented in the *CEQR Technical Manual* were determined to be representative of the cultural/community space during the weekday AM (7:30 to 8:30 AM), midday (12:15 to 1:15 PM), and PM (4:30 to 5:30 PM) peak hours. During the Saturday peak hour (4:00 to 5:00 PM), performances at the 199-seat performance theater and the 99-seat performance theater would be the primary use of the cultural/community facility. Given the similarity in use between the proposed performance theater and the performance theater analyzed for the *Brooklyn Bridge Park FEIS* (2005), the trip rates for a performance theater from the *Brooklyn Bridge Park FEIS* (2005) were used to develop Saturday peak hour trip rates for the cultural/community space. To reflect the several nearby transit options available to patrons of the proposed project, modal splits provided by NYCDOT based on the 2005 Manhattan art exhibition survey were applied to the community/cultural facility.

TRIP ESTIMATES

Travel demand factors presented in **Table 14-1** were applied to the proposed program to develop the Build weekday and Saturday peak hour trip estimates, as summarized in **Table 14-2**. The proposed project is estimated to generate approximately 436, 1023, 836, and 766 person trips and 92, 166, 155, and 114 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively.

**Table 14-1
Trip Generation Factors**

| Land Use | Residential | Local Retail | Building Support Retail | Hotel | Cultural/Community Facility |
|------------------------------|--|---|---|--|---|
| Person Trip: | | | | | |
| Daily Trip Rate | 8.075 (1) | 205.0 (1) | 129.0 (12) | 9.4 (1) | 27.0 (5) |
| Link Trip Credit | 0% | 25% | 25% | 0% | 0% |
| Adj. Daily Trip Rate | 8.075 | 153.8 (1) | 96.8 (7) | 9.4 (1) | 27.0 (5) |
| Temporal Distribution | | | | | |
| In | AM 10% MD 5% PM 11% Saturday 8% | AM 3% MD 19% PM 10% Saturday 10% | AM 3% MD 19% PM 10% Saturday 10% | AM 8% MD 14% PM 13% Saturday 9% | AM 1% MD 16% PM 13% Saturday 10% |
| Out | 15% 50% 85% | 50% 50% 50% | 50% 50% 50% | 41% 68% 59% | 61% 55% 39% |
| Modal Split | 70% 30% | 50% 50% | 50% 50% | 59% 32% | 45% 71% |
| Auto | (3) | (2) | (8) | (4) | (5) |
| Taxi | 13.1% | 2% | 2% | 14% | 19.5% |
| Bus | 1.8% | 3% | 3% | 20% | 10% |
| Subway/Rail | 12.6% | 5% | 10% | 3% | 20% |
| Walk | 60.3% | 20% | 5% | 40% | 20% |
| | 12.3% | 70% | 80% | 23% | 30.5% |
| | 100% | 100% | 100% | 100% | 100% |
| Vehicle Occupancy | | | | | |
| Auto | (3) | (2) | (9) | (4) | (9) |
| Taxi | 1.09 | 1.60 | 1.60 | 1.60 | 1.60 |
| | 1.09 | 1.20 | 1.20 | 1.40 | 1.20 |
| Delivery Trip: | | | | | |
| Daily Trip Rate | 0.06 (1) | 0.35 (1) | 0.35 (7) | 0.06 (4) | 0.29 (6) |
| Temporal | AM 12% MD 9% PM 2% Saturday 9% | AM 8% MD 11% PM 2% Saturday 11% | AM 8% MD 11% PM 2% Saturday 11% | AM 12% MD 9% PM 0% Saturday 0% | AM 10% MD 11% PM 1% Saturday 0% |
| In | 50% 50% | 50% 50% | 50% 50% | 50% 50% | 50% 50% |
| Out | 50% 50% | 50% 50% | 50% 50% | 50% 50% | 50% 50% |

Sources/Notes:
 (1) 2012 CEQR Technical Manual
 (2) Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development EIS (2007)
 (3) 2006-2010 American Community Survey
 (4) Harlem Park Development EAS (2004) – auto and taxi %'s reversed to account for site's proximity to area bridges and the LaGuardia Airport per NYCDOT guidance
 (5) Assumes museum trip making characteristics from 2012 CEQR Technical Manual with modal splits provided by NYCDOT based on 2005 Manhattan art exhibition survey
 (6) Webster Avenue Rezoning EAS, CEQR #10DCP035X for community space
 (7) Based on local retail travel characteristics per NYCDOT guidance
 (8) Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development EIS (2007) with modified travel characteristics per NYCDOT guidance
 (9) Assumes same vehicle occupancy as local retail
 (10) Brooklyn Bridge Park FEIS (2005) – applied performance theater seat trip rate for Saturday peak hour and taxi occupancy modified based on NYCDOT guidance
 (11) Assumes all patrons leaving matinee show
 (12) Rates provided by NYCDOT based on Brooklyn Bridge Park FEIS (2005) destination retail use with ITE adjustment for Saturday trip rate

**Table 14-2
Trip Generation Summary**

| Peak Hour | In/Out | Person Trip | | | | | | Vehicle Trip | | | |
|-----------|--------|-------------|------|-----|--------|------|-------|--------------|------|----------|-------|
| | | Auto | Taxi | Bus | Subway | Walk | Total | Auto | Taxi | Delivery | Total |
| AM | In | 14 | 15 | 10 | 47 | 53 | 139 | 10 | 11 | 2 | 37 |
| | Out | 35 | 23 | 27 | 137 | 75 | 297 | 28 | 17 | 2 | 55 |
| | Total | 49 | 38 | 37 | 184 | 128 | 436 | 38 | 28 | 4 | 92 |
| Midday | In | 49 | 53 | 47 | 139 | 279 | 567 | 33 | 39 | 2 | 88 |
| | Out | 33 | 32 | 42 | 97 | 252 | 456 | 23 | 24 | 2 | 78 |
| | Total | 82 | 85 | 89 | 236 | 531 | 1023 | 56 | 63 | 4 | 166 |
| PM | In | 48 | 40 | 40 | 164 | 171 | 463 | 35 | 30 | 0 | 82 |
| | Out | 38 | 33 | 36 | 104 | 162 | 373 | 26 | 25 | 0 | 73 |
| | Total | 86 | 73 | 76 | 268 | 333 | 836 | 61 | 55 | 0 | 155 |
| Saturday | In | 27 | 24 | 28 | 103 | 161 | 343 | 20 | 18 | 0 | 54 |
| | Out | 43 | 32 | 44 | 119 | 185 | 423 | 26 | 21 | 0 | 60 |
| | Total | 70 | 56 | 72 | 222 | 346 | 766 | 46 | 39 | 0 | 114 |

C. CEQR SCREENING ANALYSES

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project’s potential impacts on traffic, transit, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared to 2012 *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether additional quantified analyses are warranted. If the proposed project would result in 50 or more peak hour vehicle trips or 200 or more peak hour transit or pedestrian trips, a Level 2 screening analysis would be undertaken.

For the Level 2 screening analysis, project-generated trips would be assigned to specific intersections, transit routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers per station element, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

LEVEL 1 SCREENING ANALYSIS RESULTS

The weekday and Saturday trips estimated to be generated by the proposed project are summarized in **Table 14-2**, above.

TRAFFIC

The *CEQR Technical Manual* states that if a proposed project is expected to generate fewer than 50 peak hour vehicle trips, it is unlikely to result in significant adverse traffic impacts and further analysis is not warranted. Since the weekday AM, midday, PM, and Saturday peak hour vehicle trip estimates shown above would exceed this threshold, a second-level screening assessment, involving project-generated vehicle trip assignments, was conducted to determine if there is a need to prepare detailed analyses. The Level 2 screening assessment is presented below.

TRANSIT

The *CEQR Technical Manual* states that if a proposed project is expected to generate fewer than 200 peak hour subway trips at a station or fewer than 50 peak hour bus trips in one direction

along a bus route, it is unlikely to result in significant adverse transit impacts and further analyses would not be warranted. As summarized in **Table 14-2** above, the proposed project would generate 184, 236, 268, and 222 subway trips and 37, 89, 76, and 72 bus trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the peak hour subway trip estimates exceed the 200 peak hour subway trip threshold during the weekday midday, PM, and Saturday peak hours, a second-level screening assessment, involving project-generated subway trip assignments, was conducted to determine if there is a need to prepare detailed analyses for affected subway facilities. The Level 2 screening assessment is presented below.

The peak hour bus trips would not exceed the *CEQR Technical Manual* analysis thresholds given that bus trips would be distributed among various nearby bus routes, including the M2, M3, M7, M10, M60, M100, M101, M102, and BX15. Since the proposed project would not result in an increase of 50 or more peak hour bus riders in a single direction, which is the *CEQR Technical Manual* threshold, a detailed bus-line haul analysis is not warranted.

PEDESTRIANS

The *CEQR Technical Manual* states that if a proposed project is expected to generate fewer than 200 peak hour pedestrian trips at a pedestrian element, it is unlikely to result in significant adverse pedestrian impacts and further analyses would not be warranted. All trips, except for auto trips parked on site, would be pedestrian trips on area sidewalks, corners, and crosswalks. As summarized in **Table 14-2** above, the proposed project would generate between 436 and 1023 pedestrian trips during the weekday AM, midday, PM, and Saturday peak hours. Since the peak hour pedestrian trip estimates exceed the CEQR threshold, a second-level screening assessment, involving project-generated pedestrian trip assignments, was conducted to determine if there is a need to prepare detailed analyses for affected pedestrian facilities. The Level 2 screening assessment is presented below.

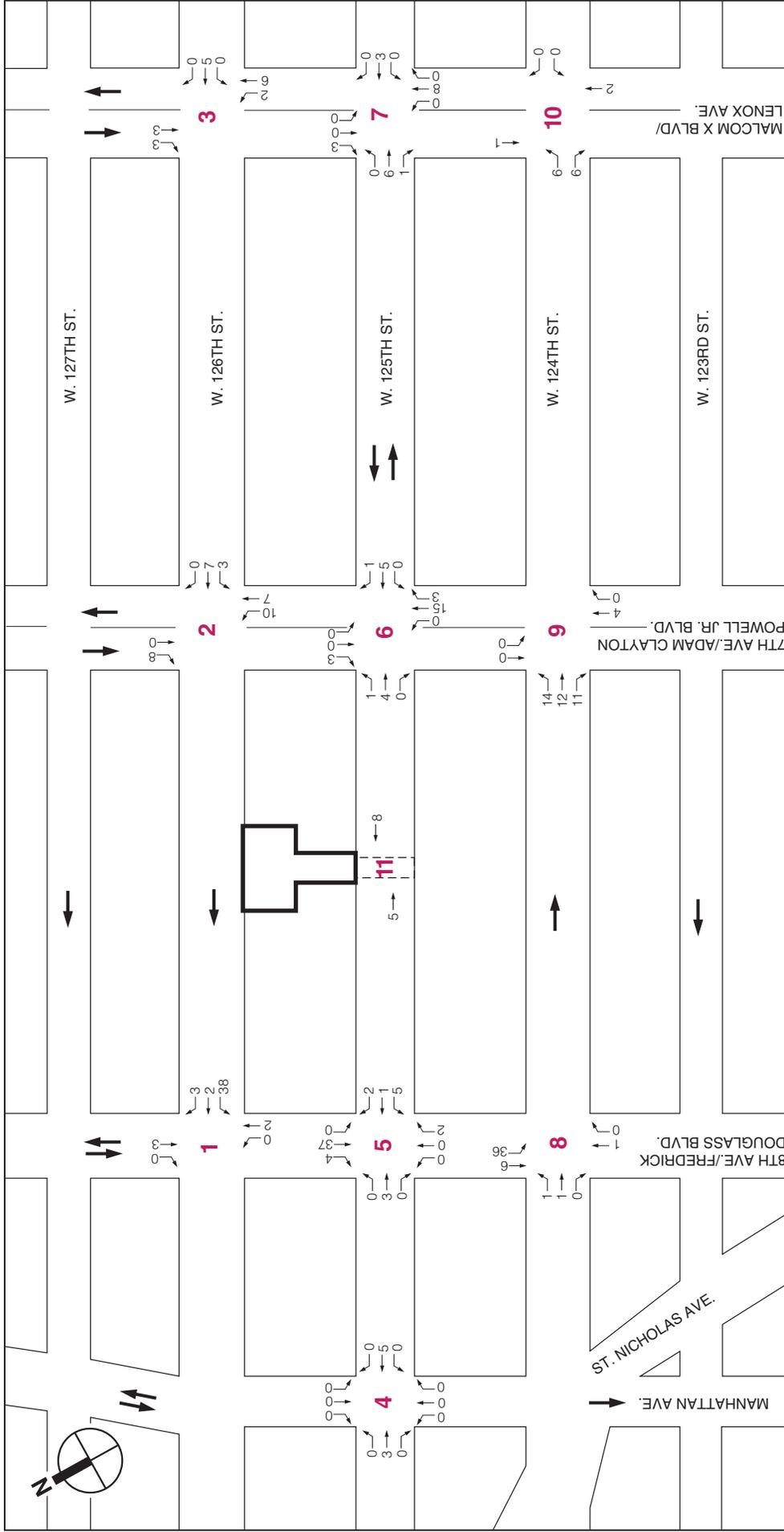
LEVEL 2 SCREENING ANALYSIS RESULTS

TRAFFIC

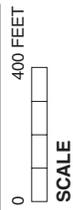
As described above, the projected peak hour vehicle-trip increments would be 50 or more during the weekday AM, midday, PM and Saturday peak hours. Therefore, vehicle trip assignments for each peak period were prepared considering the nearby major roadways and local streets and existing travel patterns. The project-generated auto trips were assigned to the project driveway on West 126th Street while taxi trips were assigned to drop off at both the West 125th Street and West 126th Street entrances. As shown in **Figures 14-1** through **14-4**, the projected vehicle-trip increments would result in 50 or more vehicle trips through the following seven intersections and thus require a detailed intersection analysis:

- West 126th Street/Eighth Avenue (Frederick Douglass Boulevard);
- West 126th Street/Seventh Avenue (Adam Clayton Powell, Jr. Boulevard);
- West 125th Street/Eighth Avenue;
- West 125th Street/Seventh Avenue;
- West 124th Street/Seventh Avenue;
- West 124th Street/Eighth Avenue; and
- Signalized Pedestrian Crossing on West 125th Street between Seventh Avenue and Eighth Avenue.

6.11.12



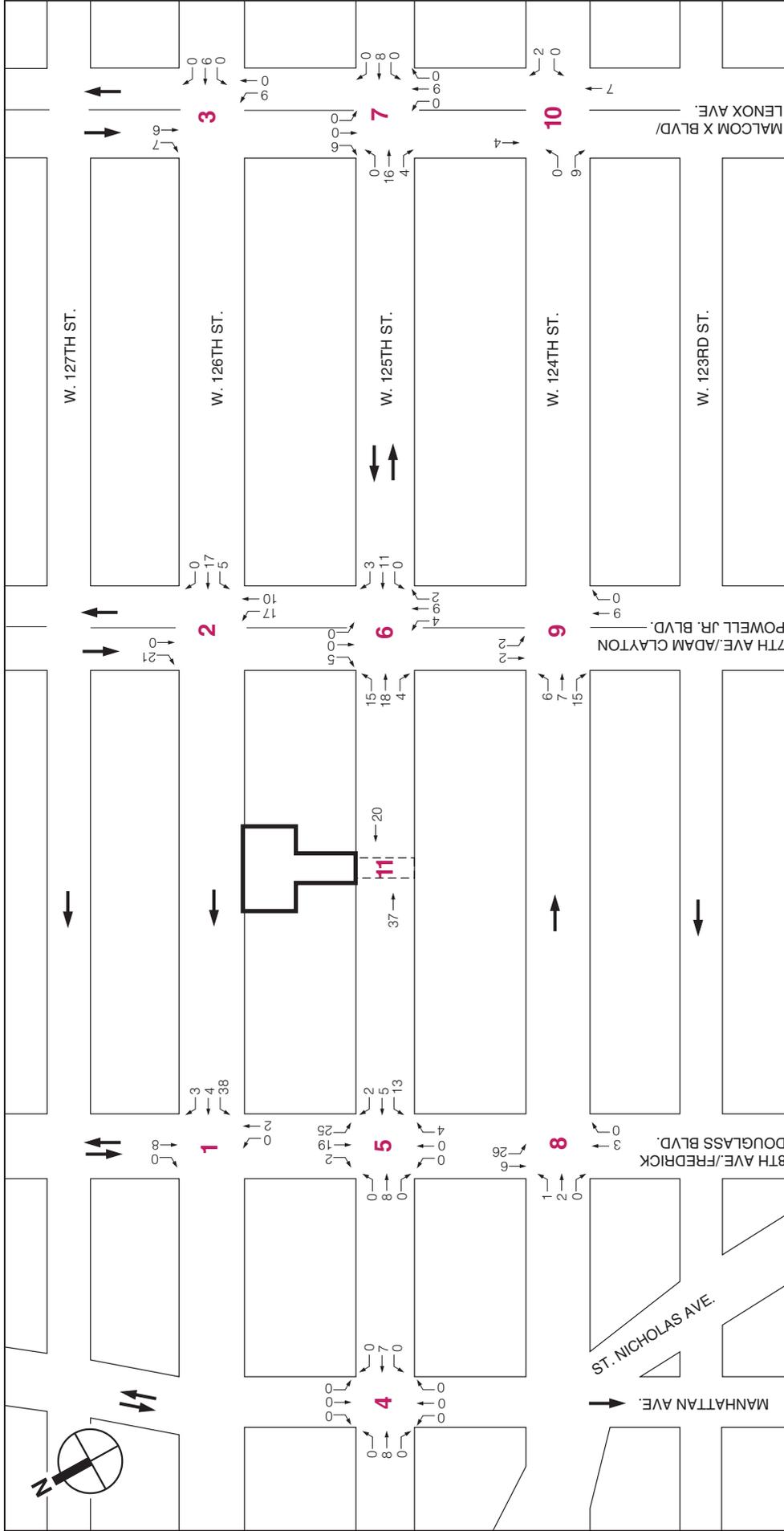
Project Site



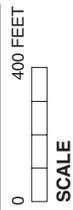
Project Generated Traffic Volumes
AM Peak Hour
Figure 14-1

VICTORIA THEATER

6.11.12



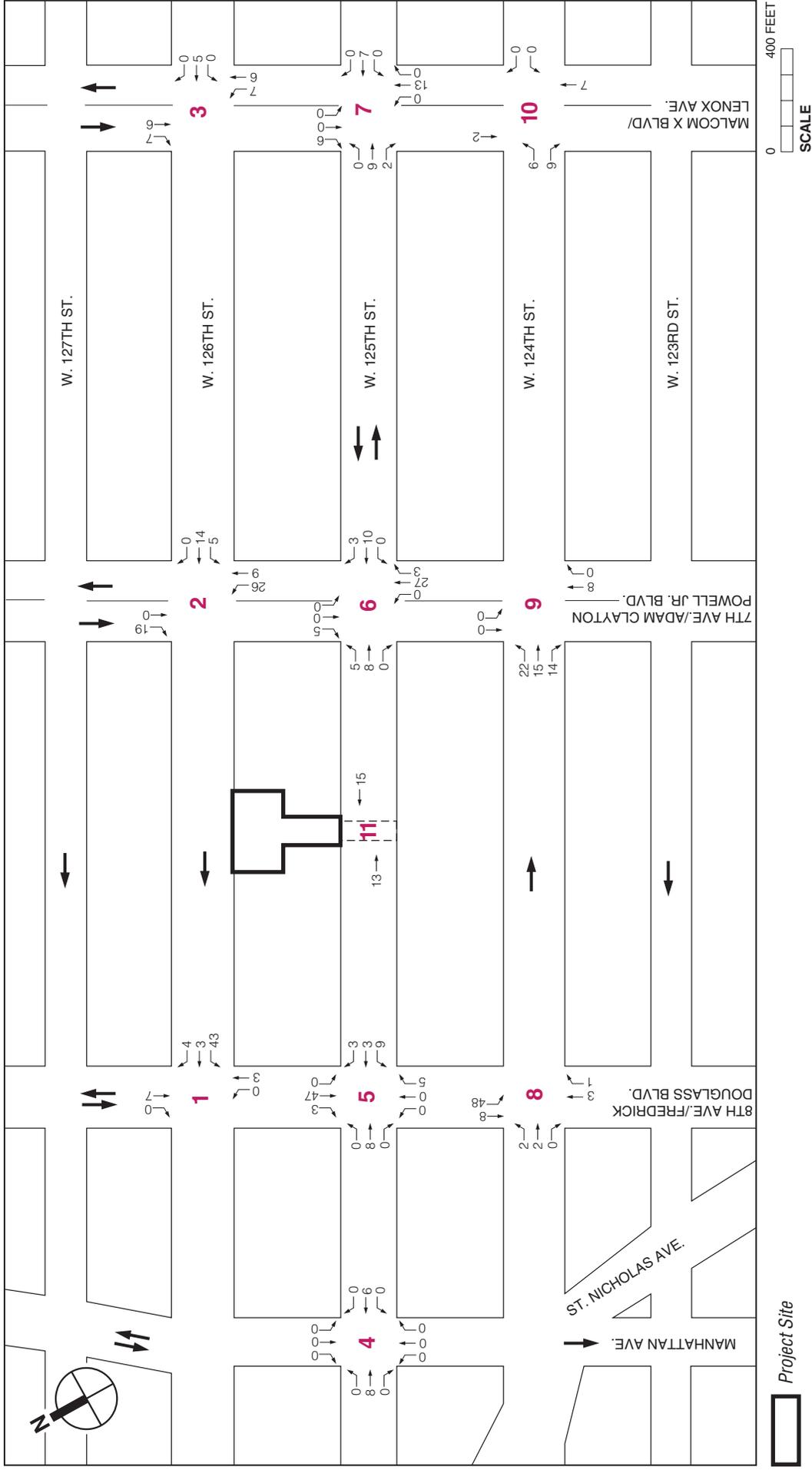
Project Site



Project Generated Traffic Volumes
Midday Peak Hour
Figure 14-2

VICTORIA THEATER

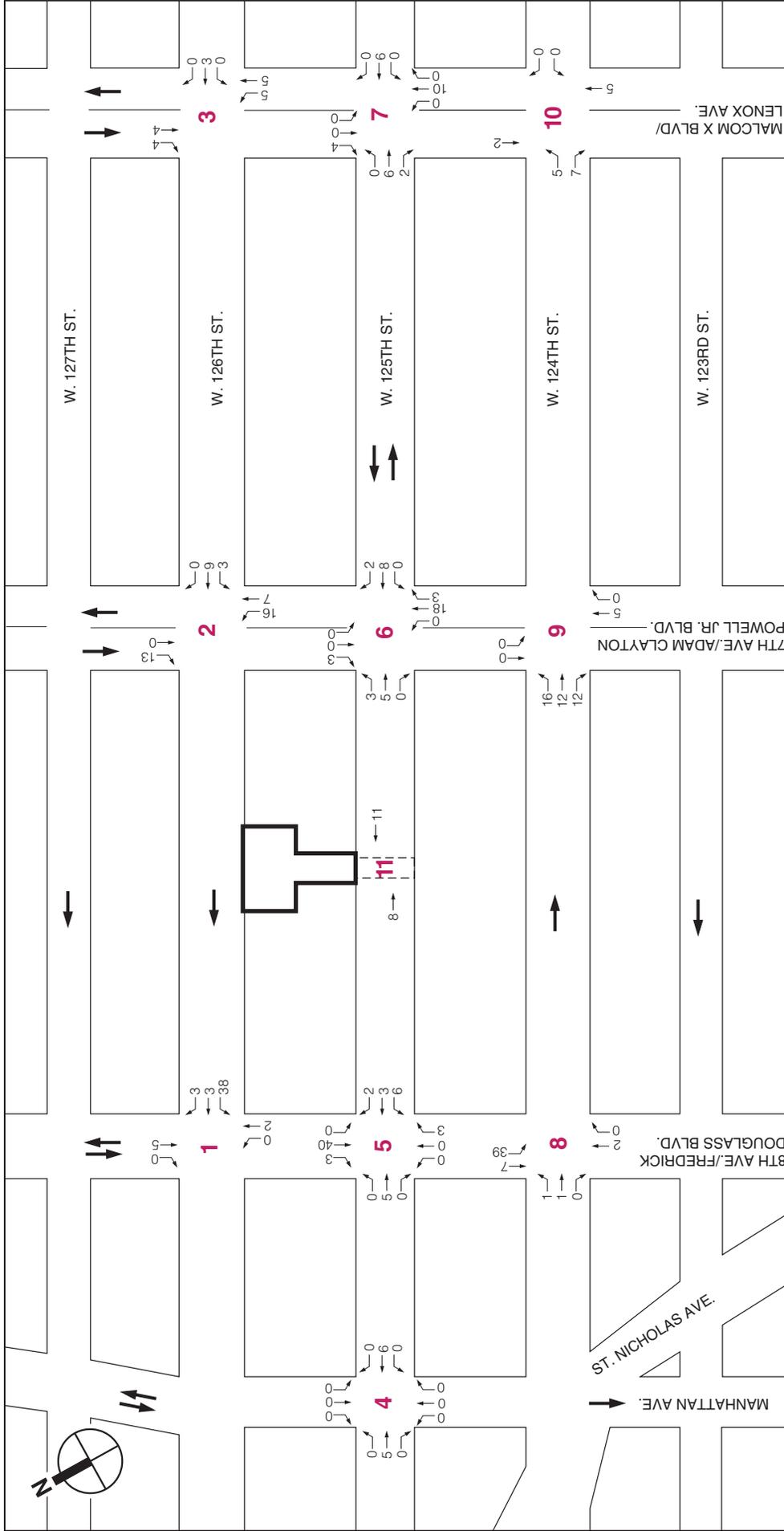
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Project Generated Traffic Volumes
PM Peak Hour
Figure 14-3

VICTORIA THEATER

6.11.12



Project Site

Project Generated Traffic Volumes
Saturday Peak Hour
Figure 14-4

VICTORIA THEATER

Victoria Theater

While not warranted based on CEQR thresholds, to retain consistency with the Draft Scope of Work the following intersections are also analyzed for the weekday AM, midday, PM, and Saturday peak periods:

- West 126th Street/Lenox Avenue (Malcolm X Boulevard);
- West 125th Street/Manhattan Avenue/St. Nicholas Avenue;
- West 125th Street/Lenox Avenue; and
- West 124th Street/Lenox Avenue.

TRANSIT

As discussed above, the projected peak hour incremental subway trips for the proposed project would exceed the CEQR analysis threshold. Therefore, subway trips were distributed to the following subway stations to determine if any station would exceed 200 peak hour subway trips:

- 125th Street Station (A, B, C, and D trains) at St. Nicholas Avenue and West 125th Street;
- 125th Street Station (No. 2 and 3 trains) at Lenox Avenue and West 125th Street.

Assuming an equal distribution of subway trips across the six available subway lines, a majority, approximately 68 percent, of the peak hour trips would use the 125th Street Station (A, B, C, and D trains) at St. Nicholas Avenue and 32 percent of the subway trips would use the 125th Street Station (No. 2 and 3 trains) at Lenox Avenue. Based on the distribution of these trips to the nearby subway stations, the stations would not experience a demand exceeding the CEQR recommended threshold of 200 or more peak hour subway trips. Therefore, a quantitative subway analysis is not warranted.

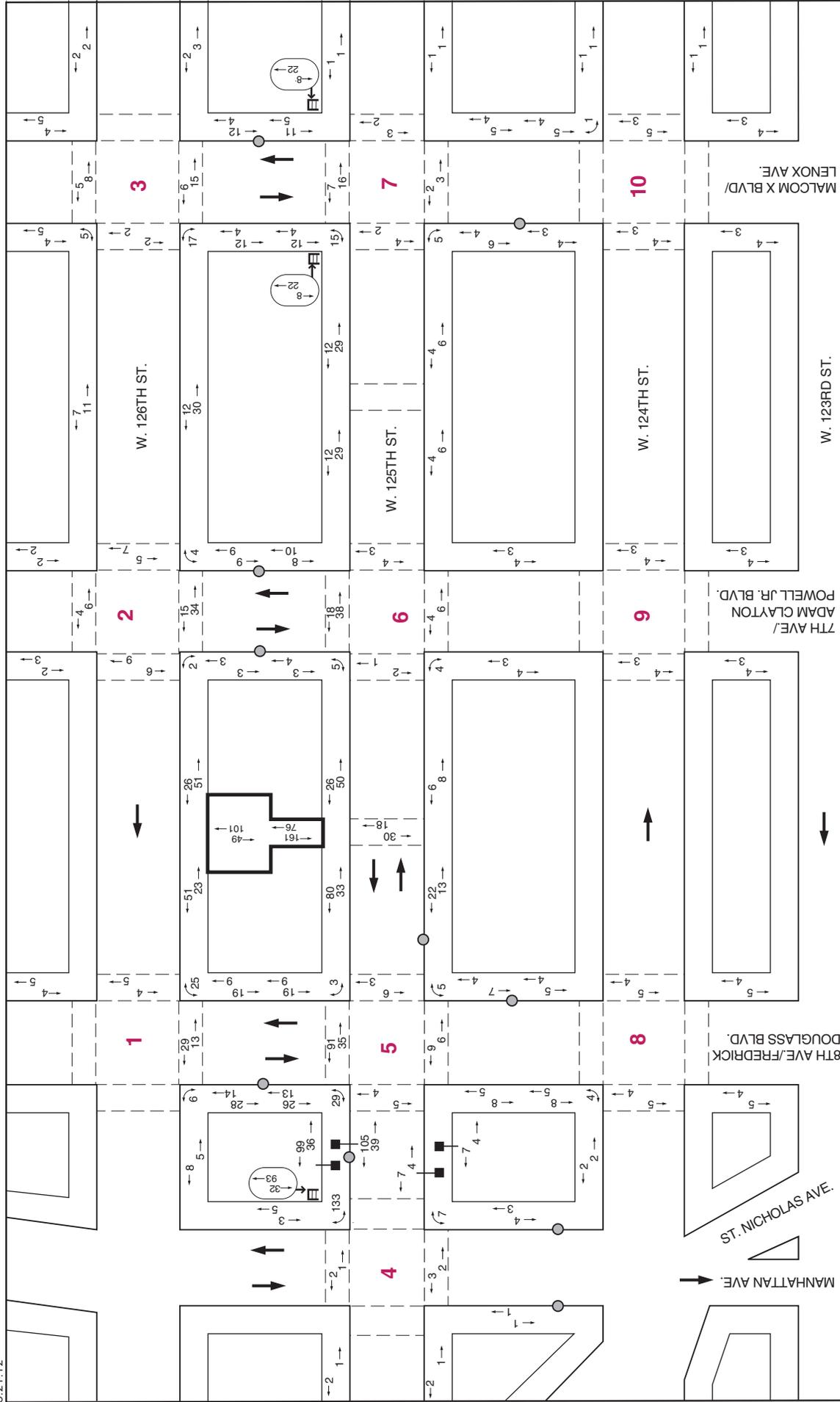
PEDESTRIANS

Pedestrian trip assignments were developed by distributing project-generated person trips to pedestrian facilities near the project site based on population totals in the surrounding areas. As shown in **Figures 14-5** through **14-8**, the following pedestrian elements would exceed the CEQR pedestrian analysis threshold and a detailed analysis to identify potential pedestrian impacts is warranted.

- Sidewalk Locations
 - North sidewalk of West 125th Street between St. Nicholas Avenue and Eighth Avenue; and
 - North sidewalk of West 125th Street between Eighth Avenue and the project entrance.
- Corner Locations
 - Northeast corner of West 125th Street and St. Nicholas Avenue intersection;
 - Northwest corner of West 125th Street and Eighth Avenue intersection; and
 - Northeast corner of West 125th Street and Eighth Avenue intersection.
- Crosswalk Locations
 - North crosswalk at the West 125th Street and Eighth Avenue intersection.

PARKING

A parking demand analysis was conducted to determine if the proposed project's parking supply is sufficient for the parking demand. In addition, ¼-mile off-street parking studies were inventoried. The parking assessment is presented below.



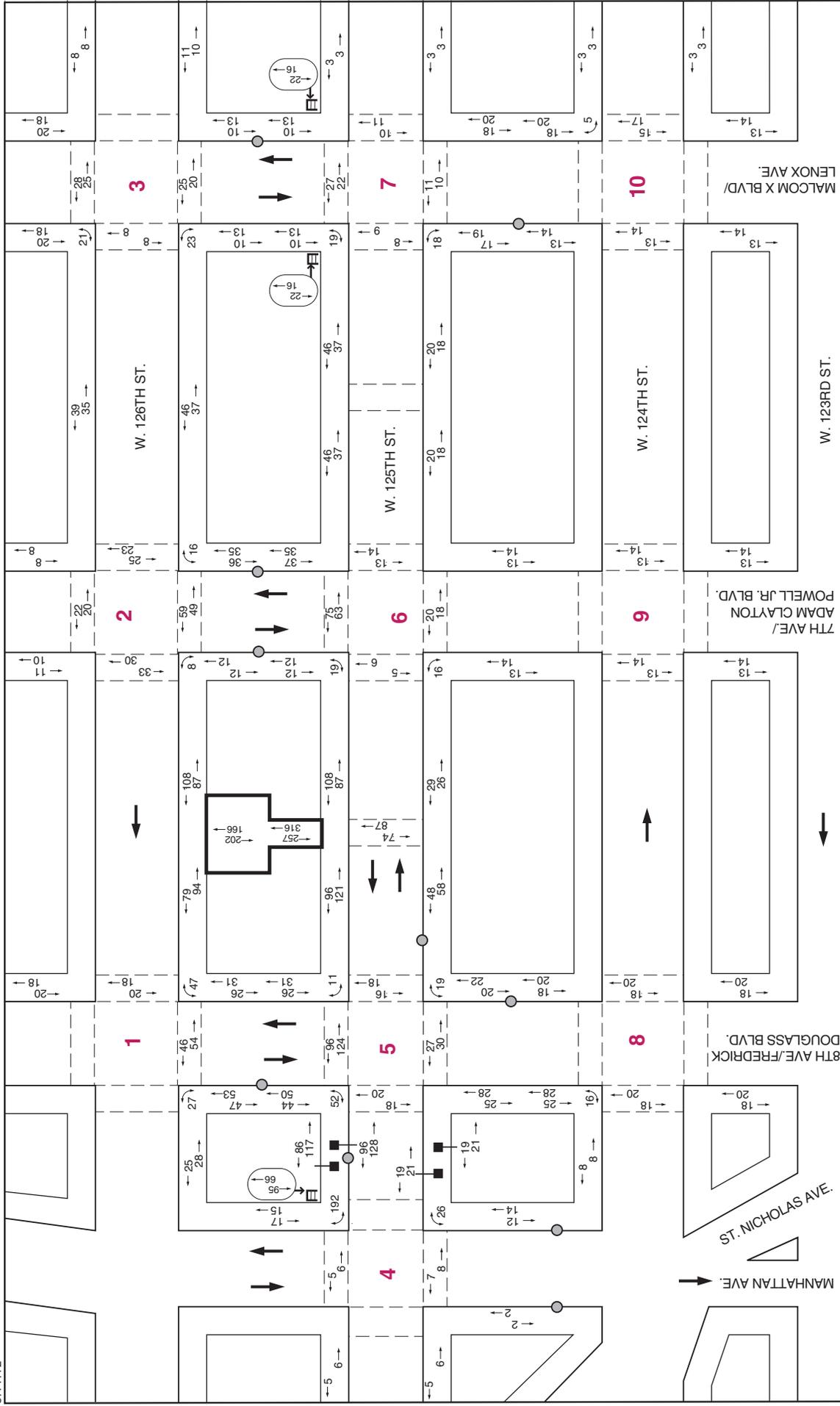
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

Project Generated Pedestrian Volumes
AM Peak Hour
Figure 14-5



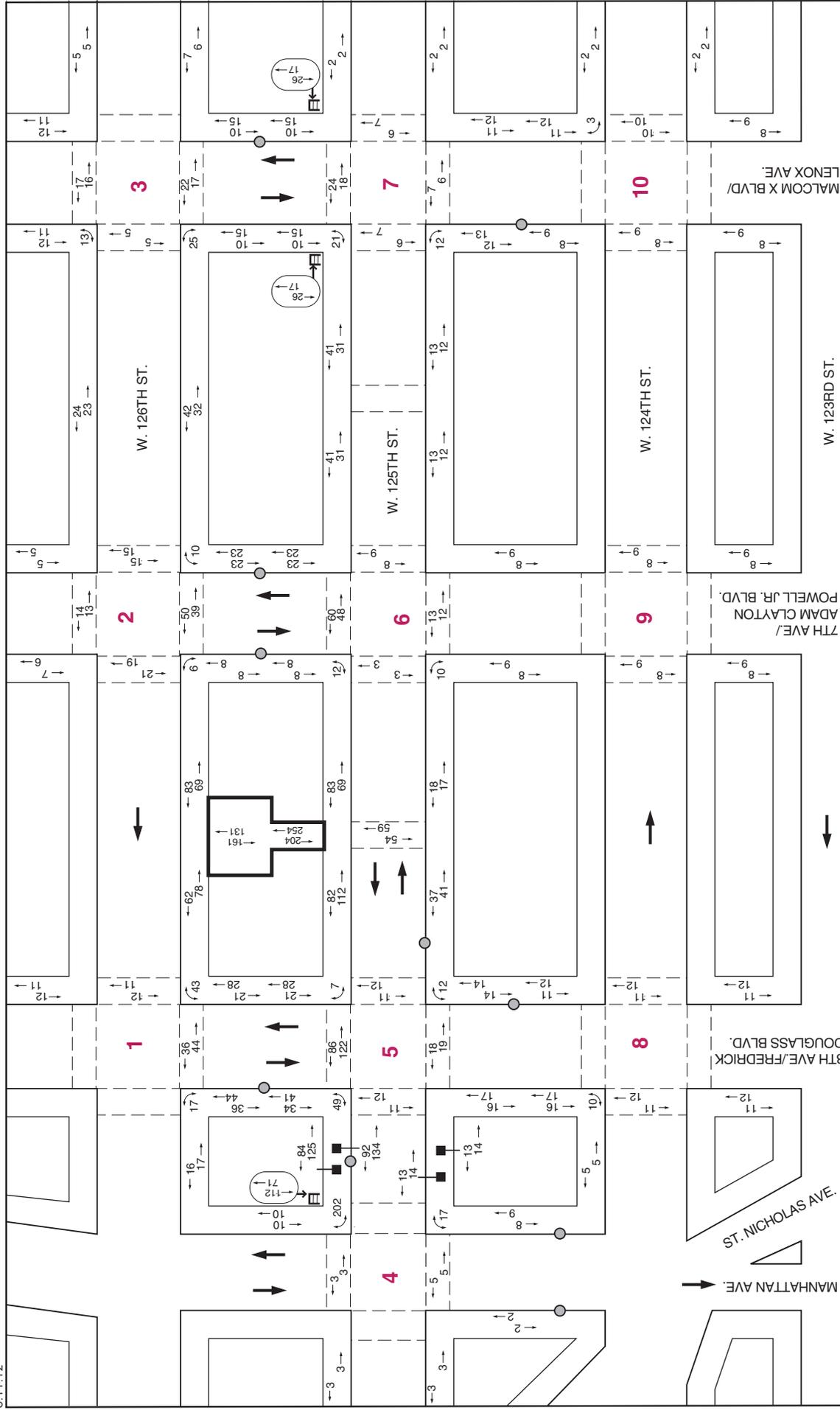
NOT TO SCALE

Project Site Boundary

● Bus Stop

▣ Subway Station Stairway

Project Generated Pedestrian Volumes
Midday Peak Hour
Figure 14-6



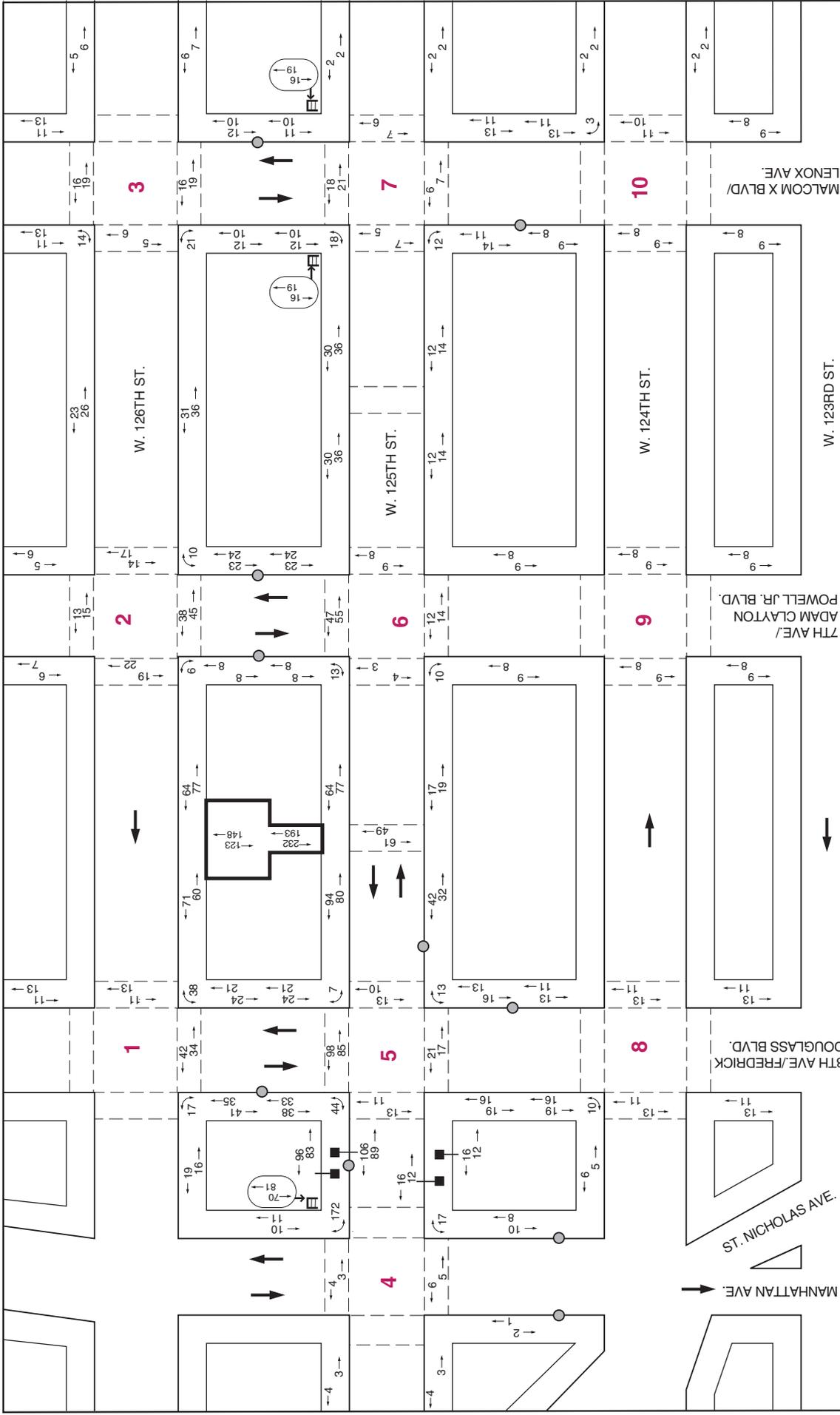
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

**Project Generated Pedestrian Volumes
PM Peak Hour
Figure 14-7**



NOT TO SCALE

Project Site Boundary

● Bus Stop

▣ Subway Station Stairway

Project Generated Pedestrian Volumes
Saturday Peak Hour
Figure 14-8

D. TRANSPORTATION ANALYSIS METHODOLOGY

TRAFFIC

The operation of the signalized and unsignalized intersections in the study area was assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)* using the *Highway Capacity Software (HCS+ 5.5)*. The *HCM* procedure evaluates the levels of service (LOS) for signalized and unsignalized intersections using stop control delay, in seconds per vehicle, as described below.

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is the basis for LOS determination for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. The levels of service are defined in **Table 14-3**.

Table 14-3
LOS Criteria for Signalized Intersections

| LOS | Average Control Delay |
|--|--------------------------|
| A | ≤ 10.0 seconds |
| B | >10.0 and ≤ 20.0 seconds |
| C | >20.0 and ≤ 35.0 seconds |
| D | >35.0 and ≤ 55.0 seconds |
| E | >55.0 and ≤ 80.0 seconds |
| F | >80.0 seconds |
| Source: Transportation Research Board. <i>Highway Capacity Manual</i> , 2000. | |

Although the *HCM* methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum capacity with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle breakdowns are frequent. The *HCM* methodology also provides for a summary of the total intersection operating conditions. The analysis chooses the two critical movements (the worst case from each roadway) and calculates a summary critical v/c ratio. The overall intersection delay, which determines the intersection's LOS, is based on a weighted average of control delays of the individual lane groups. Within New York City, the midpoint of LOS D (45 seconds of delay) is generally considered as the threshold between acceptable and unacceptable operations.

Significant Impact Criteria

Impacts are evaluated based on a comparison of conditions with the proposed project (the Build condition) with conditions in the future without the proposed project (the No Build condition).

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require examination of mitigation if they result in an increase in the Build condition of 5 or more seconds of delay in a lane group over No Build levels worse than mid-LOS D. For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. In addition, impacts are considered significant if levels of service deteriorate from acceptable A, B, or C in the No Build condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of LOS D), or unacceptable LOS E or F in the future Build condition.

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalks, crosswalks, and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the HCM, pursuant to procedures detailed in the *CEQR Technical Manual*.

Sidewalks are analyzed in terms of pedestrian flow. The calculation of the average pedestrians per minute per foot (PMF) of effective walkway width is the basis for a sidewalk LOS analysis. The determination of walkway LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas, platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume.

Crosswalks and street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total "time-space" available for these activities, expressed in square feet-second, is calculated by multiplying the net area of the corner (in square feet) by the signal's cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The ratio of net time-space divided by the total pedestrian circulation volume per signal cycle provides the LOS measurement of square feet per pedestrian (SFP).

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet-second. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the total crosswalk pedestrian occupancy time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized in **Table 14-4**.

The *CEQR Technical Manual* specifies acceptable LOS in central business district (CBD) areas is mid-LOS D or better. Given the high level of existing pedestrian activity in the vicinity of the project site, pedestrian elements in the study area were analyzed under CBD conditions.

**Table 14-4
Level of Service Criteria for Pedestrian Elements**

| LOS | Sidewalks | | Corner Reservoirs and Crosswalks |
|-----|-------------------|-------------------|----------------------------------|
| | Non-Platoon Flow | Platoon Flow | |
| A | ≤ 5 PMF | ≤ 0.5 PMF | > 60 SFP |
| B | > 5 and ≤ 7 PMF | > 0.5 and ≤ 3 PMF | > 40 and ≤ 60 SFP |
| C | > 7 and ≤ 10 PMF | > 3 and ≤ 6 PMF | > 24 and ≤ 40 SFP |
| D | > 10 and ≤ 15 PMF | > 6 and ≤ 11 PMF | > 15 and ≤ 24 SFP |
| E | > 15 and ≤ 23 PMF | > 11 and ≤ 18 PMF | > 8 and ≤ 15 SFP |
| F | > 23 PMF | > 18 PMF | ≤ 8 SFP |

Notes: PMF = pedestrians per minute per foot; SFP = square feet per pedestrian.
Source: 2012 CEQR Technical Manual.

SIGNIFICANT IMPACT CRITERIA

The determination of significant pedestrian impacts considers the level of predicted deterioration in pedestrian flow or decrease in pedestrian space between the No Build and Build conditions. For different pedestrian elements, flow conditions, and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

Sidewalks

There are two sliding-scale formulas for determining significant sidewalk impacts. For non-platoon flow, the increase in average pedestrian flow rate (Y) in PMF needs to be greater or equal to 3.5 minus X divided by 8.0 (where X is the No Build pedestrian flow rate in PMF [$Y \geq 3.5 - X/8.0$]) for it to be a significant impact. For platoon flow, the sliding-scale formula is $Y \geq 3.0 - X/8.0$. Since deterioration in pedestrian flow within acceptable levels would not constitute a significant impact, these formulas would apply only if the Build pedestrian flow exceeds LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table 14-5** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Corner Reservoirs and Crosswalks

The determination of significant corner and crosswalk impacts is also based on a sliding scale using the following formula: $Y \geq X/9.0 - 0.3$, where Y is the decrease in pedestrian space in SFP and X is the No Build pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the Build pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table 14-6** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner reservoir and crosswalk impacts.

VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

An evaluation of vehicular and pedestrian safety is necessary for locations within the traffic and pedestrian study areas that have been identified as high accident locations, where 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, accident trends are identified to determine whether projected vehicular and pedestrian traffic would further impact safety at these locations or whether

**Table 14-5
Significant Impact Guidance for Sidewalks**

| Non-Platoon Flow | | | | Platoon Flow | | | |
|--|--------------------------------|-----------------------------|--------------------------------|--|--------------------------------|-----------------------------|--------------------------------|
| Sliding Scale Formula: $Y \geq 3.53 - X/8.0$ | | | | Sliding Scale Formula: $Y \geq 3.03 - X/8.0$ | | | |
| Non-CBD Areas | | CBD Areas | | Non-CBD Areas | | CBD Areas | |
| No Build Ped. Flow (X, PMF) | Build Ped. Flow Incr. (Y, PMF) | No Build Ped. Flow (X, PMF) | Build Ped. Flow Incr. (Y, PMF) | No Build Ped. Flow (X, PMF) | Build Ped. Flow Incr. (Y, PMF) | No Build Ped. Flow (X, PMF) | Build Ped. Flow Incr. (Y, PMF) |
| 7.5 to 7.8 | ≥ 2.6 | – | – | 3.5 to 3.8 | ≥ 2.6 | – | – |
| 7.9 to 8.6 | ≥ 2.5 | – | – | 3.9 to 4.6 | ≥ 2.5 | – | – |
| 8.7 to 9.4 | ≥ 2.4 | – | – | 4.7 to 5.4 | ≥ 2.4 | – | – |
| 9.5 to 10.2 | ≥ 2.3 | – | – | 5.5 to 6.2 | ≥ 2.3 | – | – |
| 10.3 to 11.0 | ≥ 2.2 | 10.4 to 11.0 | ≥ 2.2 | 6.3 to 7.0 | ≥ 2.2 | 6.4 to 7.0 | ≥ 2.2 |
| 11.1 to 11.8 | ≥ 2.1 | 11.1 to 11.8 | ≥ 2.1 | 7.1 to 7.8 | ≥ 2.1 | 7.1 to 7.8 | ≥ 2.1 |
| 11.9 to 12.6 | ≥ 2.0 | 11.9 to 12.6 | ≥ 2.0 | 7.9 to 8.6 | ≥ 2.0 | 7.9 to 8.6 | ≥ 2.0 |
| 12.7 to 13.4 | ≥ 1.9 | 12.7 to 13.4 | ≥ 1.9 | 8.7 to 9.4 | ≥ 1.9 | 8.7 to 9.4 | ≥ 1.9 |
| 13.5 to 14.2 | ≥ 1.8 | 13.5 to 14.2 | ≥ 1.8 | 9.5 to 10.2 | ≥ 1.8 | 9.5 to 10.2 | ≥ 1.8 |
| 14.3 to 15.0 | ≥ 1.7 | 14.3 to 15.0 | ≥ 1.7 | 10.3 to 11.0 | ≥ 1.7 | 10.3 to 11.0 | ≥ 1.7 |
| 15.1 to 15.8 | ≥ 1.6 | 15.1 to 15.8 | ≥ 1.6 | 11.1 to 11.8 | ≥ 1.6 | 11.1 to 11.8 | ≥ 1.6 |
| 15.9 to 16.6 | ≥ 1.5 | 15.9 to 16.6 | ≥ 1.5 | 11.9 to 12.6 | ≥ 1.5 | 11.9 to 12.6 | ≥ 1.5 |
| 16.7 to 17.4 | ≥ 1.4 | 16.7 to 17.4 | ≥ 1.4 | 12.7 to 13.4 | ≥ 1.4 | 12.7 to 13.4 | ≥ 1.4 |
| 17.5 to 18.2 | ≥ 1.3 | 17.5 to 18.2 | ≥ 1.3 | 13.5 to 14.2 | ≥ 1.3 | 13.5 to 14.2 | ≥ 1.3 |
| 18.3 to 19.0 | ≥ 1.2 | 18.3 to 19.0 | ≥ 1.2 | 14.3 to 15.0 | ≥ 1.2 | 14.3 to 15.0 | ≥ 1.2 |
| 19.1 to 19.8 | ≥ 1.1 | 19.1 to 19.8 | ≥ 1.1 | 15.1 to 15.8 | ≥ 1.1 | 15.1 to 15.8 | ≥ 1.1 |
| 19.9 to 20.6 | ≥ 1.0 | 19.9 to 20.6 | ≥ 1.0 | 15.9 to 16.6 | ≥ 1.0 | 15.9 to 16.6 | ≥ 1.0 |
| 20.7 to 21.4 | ≥ 0.9 | 20.7 to 21.4 | ≥ 0.9 | 16.7 to 17.4 | ≥ 0.9 | 16.7 to 17.4 | ≥ 0.9 |
| 21.5 to 22.2 | ≥ 0.8 | 21.5 to 22.2 | ≥ 0.8 | 17.5 to 18.2 | ≥ 0.8 | 17.5 to 18.2 | ≥ 0.8 |
| 22.3 to 23.0 | ≥ 0.7 | 22.3 to 23.0 | ≥ 0.7 | 18.3 to 19.0 | ≥ 0.7 | 18.3 to 19.0 | ≥ 0.7 |
| > 23.0 | ≥ 0.6 | > 23.0 | ≥ 0.6 | > 19.0 | ≥ 0.6 | > 19.0 | ≥ 0.6 |

Notes: PMF = pedestrians per minute per foot; Y = increase in average pedestrian flow rate in PMF; X = No Build pedestrian flow rate in PMF.
Source: 2012 CEQR Technical Manual.

**Table 14-6
Significant Impact Guidance for Corners and Crosswalks**

| Sliding Scale Formula: $Y \geq X/9.0 - 0.31$ | | | |
|--|---|------------------------------------|---|
| Non-CBD Areas | | CBD Areas | |
| No Build Pedestrian Space (X, SFP) | Build Pedestrian Space Reduction (Y, SFP) | No Build Pedestrian Space (X, SFP) | Build Pedestrian Space Reduction (Y, SFP) |
| 25.8 to 26.6 | ≥ 2.6 | – | – |
| 24.9 to 25.7 | ≥ 2.5 | – | – |
| 24.0 to 24.8 | ≥ 2.4 | – | – |
| 23.1 to 23.9 | ≥ 2.3 | – | – |
| 22.2 to 23.0 | ≥ 2.2 | – | – |
| 21.3 to 22.1 | ≥ 2.1 | 21.3 to 21.5 | ≥ 2.1 |
| 20.4 to 21.2 | ≥ 2.0 | 20.4 to 21.2 | ≥ 2.0 |
| 19.5 to 20.3 | ≥ 1.9 | 19.5 to 20.3 | ≥ 1.9 |
| 18.6 to 19.4 | ≥ 1.8 | 18.6 to 19.4 | ≥ 1.8 |
| 17.7 to 18.5 | ≥ 1.7 | 17.7 to 18.5 | ≥ 1.7 |
| 16.8 to 17.6 | ≥ 1.6 | 16.8 to 17.6 | ≥ 1.6 |
| 15.9 to 16.7 | ≥ 1.5 | 15.9 to 16.7 | ≥ 1.5 |
| 15.0 to 15.8 | ≥ 1.4 | 15.0 to 15.8 | ≥ 1.4 |
| 14.1 to 14.9 | ≥ 1.3 | 14.1 to 14.9 | ≥ 1.3 |
| 13.2 to 14.0 | ≥ 1.2 | 13.2 to 14.0 | ≥ 1.2 |
| 12.3 to 13.1 | ≥ 1.1 | 12.3 to 13.1 | ≥ 1.1 |
| 11.4 to 12.2 | ≥ 1.0 | 11.4 to 12.2 | ≥ 1.0 |
| 10.5 to 11.3 | ≥ 0.9 | 10.5 to 11.3 | ≥ 0.9 |
| 9.6 to 10.4 | ≥ 0.8 | 9.6 to 10.4 | ≥ 0.8 |
| 8.7 to 9.5 | ≥ 0.7 | 8.7 to 9.5 | ≥ 0.7 |
| 7.8 to 8.6 | ≥ 0.6 | 7.8 to 8.6 | ≥ 0.6 |
| 6.9 to 7.7 | ≥ 0.5 | 6.9 to 7.7 | ≥ 0.5 |
| 6.0 to 6.8 | ≥ 0.4 | 6.0 to 6.8 | ≥ 0.4 |
| 5.1 to 5.9 | ≥ 0.3 | 5.1 to 5.9 | ≥ 0.3 |
| < 5.1 | ≥ 0.2 | < 5.1 | ≥ 0.2 |

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Build pedestrian space in SFP.
Source: 2012 CEQR Technical Manual.

existing unsafe conditions could adversely impact the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic volumes, accident types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety should be identified and coordinated with the New York City Department of Transportation (NYCDOT).

PARKING CONDITIONS ASSESSMENT

A parking analysis identifies the extent to which off-street parking is available and utilized under existing and future conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to or additional demand generated by a proposed action. Typically, this analysis encompasses a study area within ¼-mile of the project site. If the analysis concludes there would be a shortfall in parking within the ¼-mile study area, the study area can sometimes be extended to ½-mile (reasonable for certain uses, such as amusement parks, arenas, beaches, and other recreational facilities) to identify additional parking supply.

E. TRAFFIC ANALYSIS

2011 EXISTING CONDITIONS

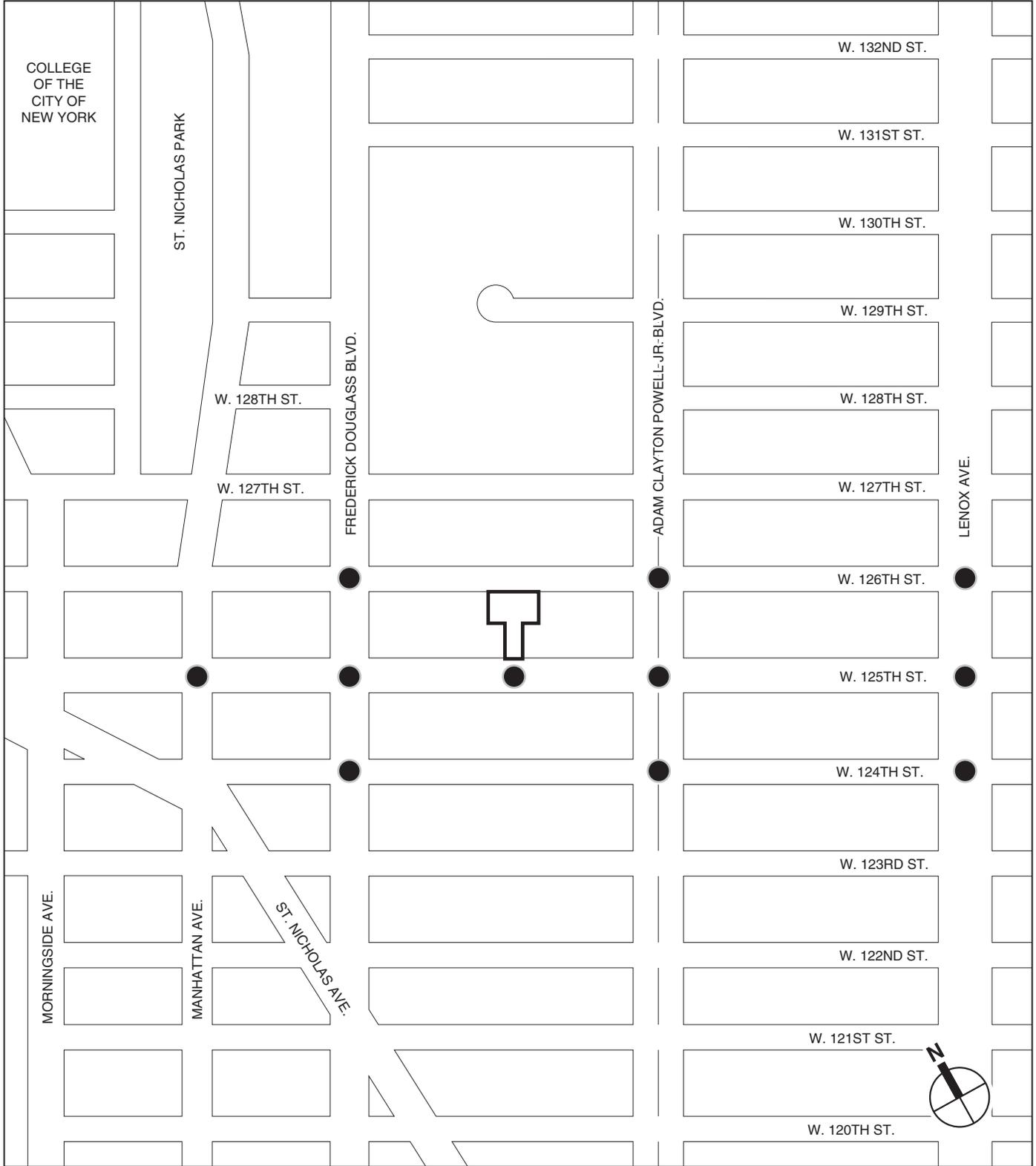
ROADWAY NETWORK

To assess the potential traffic impacts associated with the development of the project, eleven key signalized intersections were identified that would most likely be affected by the project-generated traffic (see **Figure 14-9**). The intersections are:

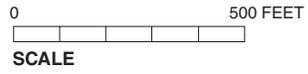
- West 126th Street/Eighth Avenue;
- West 126th Street/Seventh Avenue;
- West 126th Street/Lenox Avenue;
- West 125th Street/Manhattan Avenue/St. Nicholas Avenue;
- West 125th Street/Eighth Avenue;
- West 125th Street/Seventh Avenue;
- West 125th Street/Lenox Avenue;
- West 124th Street/Eighth Avenue;
- West 124th Street/Seventh Avenue;
- West 124th Street/Lenox Avenue; and
- Signalized Pedestrian Crossing on West 125th Street between Seventh Avenue and Eighth Avenue.

Major roadways in the study area are characterized as follows:

- West 126th Street is a one-way street with one westbound traffic lane and curbside parking on both sides of the street.
- West 125th Street is a two-way, east-west street with two traffic lanes in each direction and curbside parking on both sides of the street. Bus stops for the M60, M100, M101 and BX 15 are located along West 125th Street.



-  Project Site
-  Intersection Analyzed



Victoria Theater

- West 124th Street is a one-way street with curbside parking on both sides of the street. West of Lenox Avenue, West 124th Street provides an eastbound travel lane only while east of Lenox Avenue West 124th Street provides a westbound travel lane only.
- North of West 124th Street, Manhattan Avenue/St. Nicholas Avenue is a two-way, north-south street with one traffic lane in each direction and curbside parking on both sides of the street. North and south bike lanes are also provided.
- Eighth Avenue is a two-way, north-south street with two lanes of traffic in each direction and curbside parking on both sides of the street. Bus stops for the M10 are located along Eighth Avenue.
- Seventh Avenue is a two-way, north-south arterial with three lanes of traffic in each direction and curbside parking on both sides of the street. A raised median separates the northbound and southbound traffic. Bus stops for the M2 are located along Seventh Avenue.
- Lenox Avenue is a two-way, north-south street with two lanes of traffic in each direction and curbside parking on both sides of the street. Bus stops for the M7 and M102 are located along Lenox Avenue.

TRAFFIC CONDITIONS

Existing traffic volumes for the study area intersections are based on field counts conducted in June 2011. Inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were also recorded to provide appropriate inputs for the operational analyses. In addition, official signal timings obtained from NYCDOT were used in the analysis for all of the signalized intersections. **Figures 14-10 to 14-13** show the existing traffic volumes for the weekday AM, midday, PM, and Saturday peak hours, which were determined, based on the collected traffic data, to take place from 7:30 to 8:30 AM, 12:15 to 1:15 PM, 4:30 to 5:30 PM, and 4:00 to 5:00 PM, respectively.

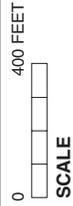
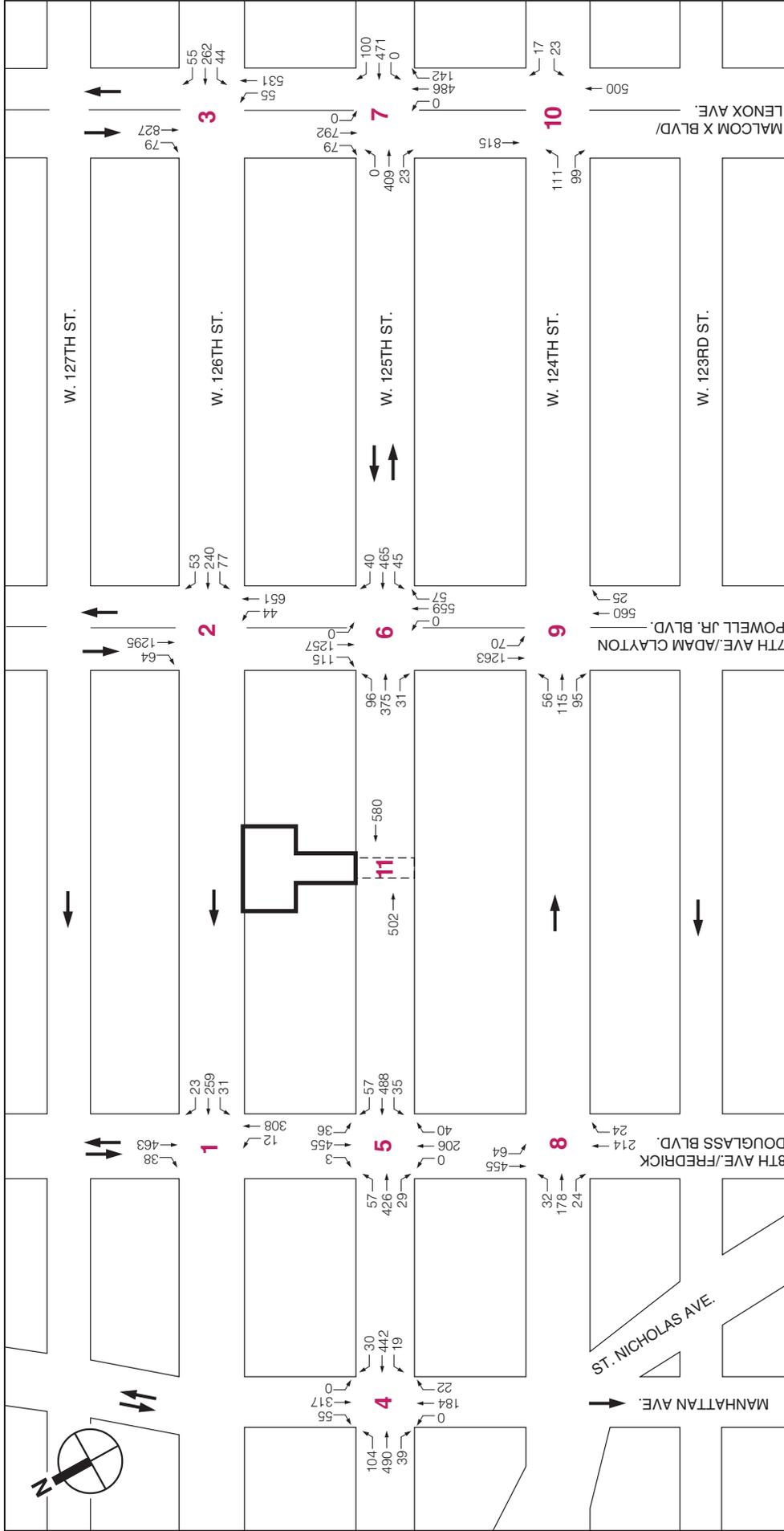
VEHICLE OBSERVATIONS

The West 125th Street corridor between Lenox Avenue and Manhattan Avenue/St. Nicholas Avenue is lined with retail establishments, multiple bus stops and parking on both sides of the street. During each peak period, field observations were conducted to estimate the average vehicle delay at each of the study locations along 125th Street. Frequent double parking and high levels of pedestrian activity contribute to queues, primarily during the weekday PM and Saturday afternoon periods, and are accounted for in the existing conditions analyses. Along Lenox Avenue, Seventh Avenue, and Eighth Avenue, vehicle queues were observed to be minimal.

LEVELS OF SERVICE

Table 14-7 presents the service conditions for the signalized intersections analyzed for the traffic study area.

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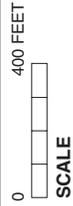
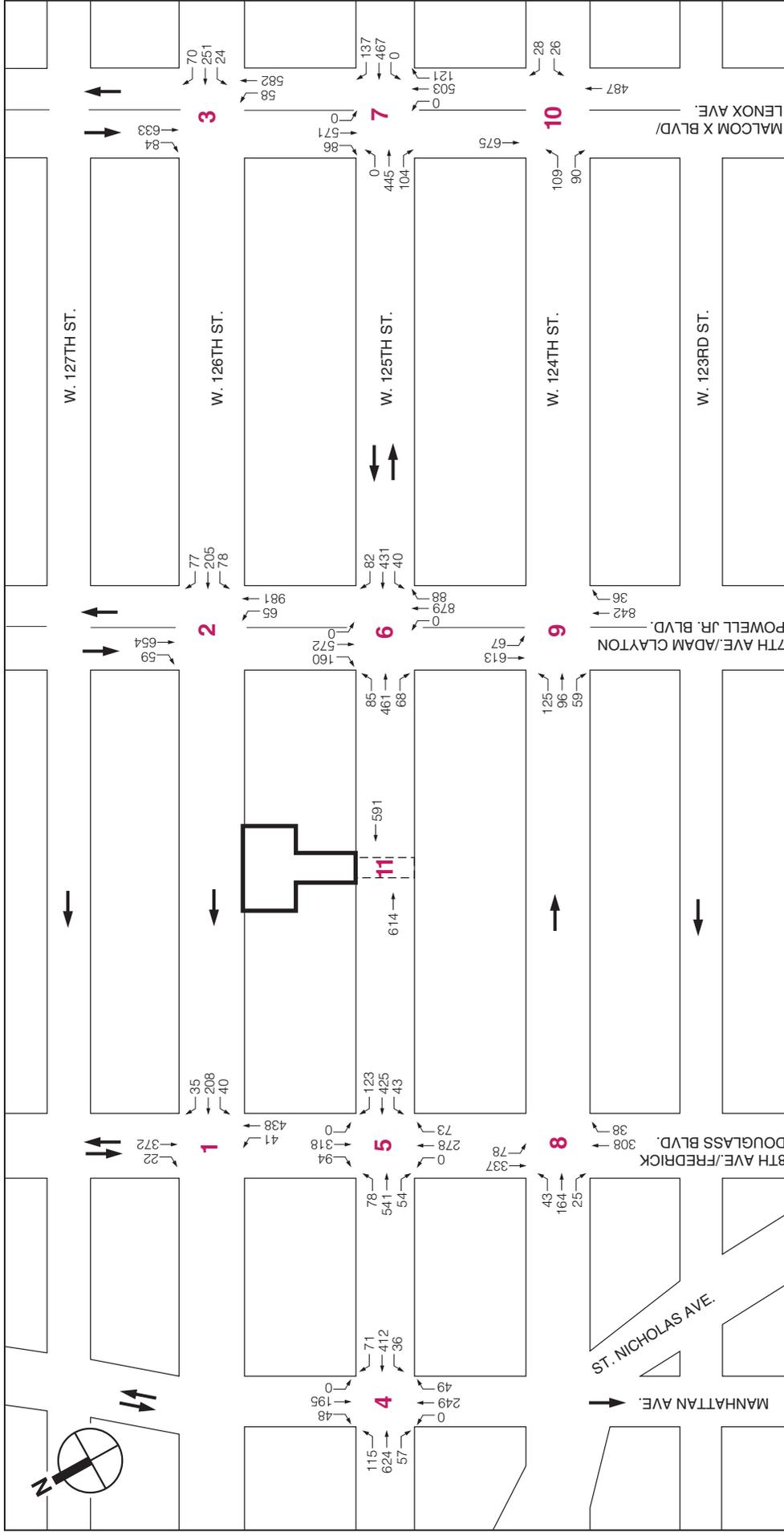


Project Site

Existing Traffic Volumes
AM Peak Hour
Figure 14-10

VICTORIA THEATER

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Project Site

Existing Traffic Volumes
Saturday Peak Hour
Figure 14-13

Table 14-7

2011 Existing Conditions Level of Service Analysis

| Intersection/ Approach | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | Saturday Peak Hour | | | |
|---|--------------|-----------|-------------|-----|------------------|-----------|-------------|-----|--------------|-----------|-------------|-----|--------------------|-----------|-------------|-----|
| | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS |
| West 126th Street/Eighth Avenue | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.39 | 23.5 | C | LTR | 0.48 | 31.6 | C | LTR | 0.45 | 21.9 | C | LTR | 1.00 | 85.5 | F |
| Northbound | LT | 0.25 | 11.2 | B | LT | 0.23 | 7.0 | A | LT | 0.46 | 15.9 | B | LT | 0.31 | 7.6 | A |
| Southbound | TR | 0.38 | 12.5 | B | TR | 0.19 | 6.7 | A | TR | 0.38 | 14.7 | B | TR | 0.24 | 7.0 | A |
| | Intersection | 15.3 | B | | Intersection | 14.5 | B | | Intersection | 17.3 | B | | Intersection | 26.9 | C | |
| West 126th Street/Seventh Avenue | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.41 | 21.9 | C | LTR | 0.46 | 24.8 | C | LTR | 0.59 | 27.2 | C | LTR | 0.95 | 60.8 | E |
| Northbound | LT | 0.45 | 14.8 | B | LT | 0.39 | 12.4 | B | LT | 0.83 | 21.3 | C | LT | 0.58 | 14.9 | B |
| Southbound | TR | 0.68 | 18.3 | B | TR | 0.28 | 11.3 | B | TR | 0.31 | 11.6 | B | TR | 0.33 | 11.8 | B |
| | Intersection | 17.8 | B | | Intersection | 14.8 | B | | Intersection | 19.9 | B | | Intersection | 21.9 | C | |
| West 126th Street/Lenox Avenue | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.33 | 17.0 | B | LTR | 0.29 | 16.6 | B | LTR | 0.48 | 19.1 | B | LTR | 0.69 | 26.6 | C |
| Northbound | L | 0.50 | 32.3 | C | L | 0.33 | 20.7 | C | L | 0.56 | 33.2 | C | L | 0.38 | 23.4 | C |
| | T | 0.48 | 18.9 | B | T | 0.45 | 18.5 | B | T | 0.66 | 22.3 | C | T | 0.49 | 19.2 | B |
| Southbound | TR | 0.83 | 28.8 | C | TR | 0.59 | 21.1 | C | TR | 0.74 | 24.9 | C | TR | 0.65 | 22.4 | C |
| | Intersection | 23.7 | C | | Intersection | 19.3 | B | | Intersection | 22.9 | C | | Intersection | 22.3 | C | |
| West 125 Street/Manhattan Avenue/St. Nicholas Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.67 | 18.4 | B | LTR | 0.71 | 19.3 | B | LTR | 0.83 | 27.3 | C | LTR | 0.94 | 37.7 | D |
| Westbound | LTR | 0.49 | 14.1 | B | LTR | 0.39 | 12.8 | B | LTR | 0.71 | 20.4 | C | LTR | 0.57 | 15.6 | B |
| Northbound | TR | 0.46 | 25.9 | C | LTR | 0.54 | 28.3 | C | TR | 0.84 | 42.1 | D | LTR | 0.66 | 31.7 | C |
| Southbound | TR | 0.82 | 40.5 | D | LTR | 0.55 | 28.4 | C | TR | 0.67 | 32.0 | C | LTR | 0.60 | 29.5 | C |
| | Intersection | 22.9 | C | | Intersection | 20.3 | C | | Intersection | 29.5 | C | | Intersection | 29.2 | C | |
| West 125th Street/Eighth Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.94 | 50.3 | D | LTR | 0.60 | 20.4 | C | LTR | 0.82 | 36.8 | D | LTR | 0.96 | 47.0 | D |
| Westbound | LTR | 0.91 | 43.5 | D | LTR | 0.53 | 20.2 | C | LTR | 0.91 | 44.5 | D | LTR | 0.88 | 36.0 | D |
| Northbound | LTR | 0.26 | 16.3 | B | LTR | 0.41 | 24.1 | C | LTR | 0.44 | 18.5 | B | LTR | 0.41 | 24.0 | C |
| Southbound | LTR | 0.55 | 20.4 | C | LTR | 0.42 | 24.2 | C | LTR | 0.45 | 18.7 | B | LTR | 0.49 | 25.3 | C |
| | Intersection | 35.5 | D | | Intersection | 21.7 | C | | Intersection | 30.8 | C | | Intersection | 35.6 | C | |
| West 125th Street/Seventh Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.80 | 30.8 | C | LTR | 0.79 | 29.4 | C | LTR | 0.76 | 27.9 | C | LTR | 0.88 | 37.0 | D |
| Westbound | LTR | 0.72 | 25.3 | C | LTR | 0.69 | 24.6 | C | LTR | 0.73 | 25.3 | C | LTR | 0.86 | 35.7 | D |
| Northbound | TR | 0.39 | 17.4 | B | LTR | 0.42 | 17.9 | B | T | 0.72 | 22.8 | C | LTR | 0.55 | 19.5 | B |
| | - | - | - | - | - | - | - | - | R | 0.18 | 16.0 | B | - | - | - | - |
| Southbound | LTR | 0.82 | 26.0 | C | LTR | 0.45 | 18.3 | B | TR | 0.41 | 17.7 | B | LTR | 0.45 | 18.2 | B |
| | Intersection | 24.9 | C | | Intersection | 22.2 | C | | Intersection | 22.9 | C | | Intersection | 26.2 | C | |
| West 125th Street/Lenox Avenue | | | | | | | | | | | | | | | | |
| Eastbound | TR | 0.47 | 20.9 | C | TR | 0.84 | 35.6 | D | TR | 0.78 | 35.3 | D | TR | 0.85 | 36.0 | D |
| Westbound | TR | 0.69 | 25.9 | C | TR | 0.85 | 36.0 | D | TR | 1.00 | 57.0 | E | TR | 0.88 | 37.4 | D |
| Northbound | TR | 0.71 | 26.8 | C | TR | 0.63 | 24.8 | C | T | 0.60 | 23.5 | C | TR | 0.78 | 29.4 | C |
| | - | - | - | - | - | - | - | - | R | 0.45 | 23.8 | C | - | - | - | - |
| Southbound | TR | 0.92 | 39.8 | D | TR | 0.66 | 25.6 | C | TR | 0.82 | 31.1 | C | TR | 0.73 | 27.3 | C |
| | Intersection | 30.0 | C | | Intersection | 30.4 | C | | Intersection | 36.5 | D | | Intersection | 32.3 | C | |
| West 124th Street/Eighth Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.37 | 21.1 | C | LTR | 0.37 | 21.2 | C | LTR | 0.56 | 24.8 | C | LTR | 0.43 | 22.4 | C |
| Northbound | TR | 0.22 | 13.0 | B | TR | 0.22 | 13.0 | B | TR | 0.38 | 14.7 | B | TR | 0.29 | 13.7 | B |
| Southbound | LT | 0.48 | 16.1 | B | LT | 0.30 | 13.8 | B | LT | 0.44 | 15.6 | B | LT | 0.46 | 16.1 | B |
| | Intersection | 16.5 | B | | Intersection | 15.6 | B | | Intersection | 17.9 | B | | Intersection | 16.7 | B | |
| West 124th Street/Seventh Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.45 | 22.6 | C | LTR | 0.41 | 24.7 | C | LTR | 0.70 | 29.7 | C | LTR | 0.59 | 29.5 | C |
| Northbound | TR | 0.34 | 14.0 | B | TR | 0.29 | 11.4 | B | T | 0.66 | 17.7 | B | TR | 0.42 | 12.6 | B |
| | - | - | - | - | - | - | - | - | R | 0.09 | 11.6 | B | - | - | - | - |
| Southbound | LT | 0.79 | 22.4 | C | LT | 0.40 | 12.6 | B | LT | 0.41 | 14.3 | B | LT | 0.41 | 12.7 | B |
| | Intersection | 19.9 | B | | Intersection | 13.8 | B | | Intersection | 18.8 | B | | Intersection | 15.1 | B | |
| West 124th Street/Lenox Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LR | 0.54 | 32.6 | C | LR | 0.60 | 34.5 | C | LR | 0.77 | 42.7 | D | LR | 0.62 | 36.1 | D |
| Westbound | LR | 0.14 | 25.3 | C | LR | 0.19 | 26.0 | C | LR | 0.19 | 26.0 | C | LR | 0.19 | 26.0 | C |
| Northbound | T | 0.34 | 9.1 | A | T | 0.26 | 8.5 | A | T | 0.25 | 8.3 | A | T | 0.30 | 8.8 | A |
| Southbound | T | 0.55 | 11.7 | B | T | 0.37 | 9.5 | A | T | 0.50 | 10.9 | B | T | 0.46 | 10.4 | B |
| | Intersection | 13.9 | B | | Intersection | 14.4 | B | | Intersection | 15.8 | B | | Intersection | 14.2 | B | |
| Signalized Pedestrian Crosswalk on West 125th Street between Seventh Avenue and Eighth Avenue | | | | | | | | | | | | | | | | |
| Eastbound | T | 0.36 | 7.1 | A | T | 0.40 | 7.5 | A | T | 0.34 | 7.0 | A | T | 0.43 | 7.7 | A |
| Westbound | T | 0.42 | 7.7 | A | T | 0.33 | 6.9 | A | T | 0.39 | 7.4 | A | T | 0.41 | 7.5 | A |
| | Intersection | 7.4 | A | | Intersection | 7.2 | A | | Intersection | 7.2 | A | | Intersection | 7.6 | A | |

Note: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.

Victoria Theater

The capacity analysis indicates that most of the study area intersection approaches/lane groups operate acceptably—at mid-LOS D (delay of 45 seconds or less for signalized intersections and 30 seconds or less for unsignalized intersections) or better for the peak hours except for the following approaches/lane groups:

- Westbound approach at the West 126th Street/Eighth Avenue intersection (LOS F with 85.5 seconds of delay during the Saturday peak hour);
- Westbound approach at the West 126th Street/Seventh Avenue (LOS E with 60.8 seconds of delay during the Saturday peak hour);
- Eastbound approach at the West 125th Street/Eighth Avenue intersection (LOS D with 50.3 and 47.0 seconds of delay during the AM and Saturday peak hour, respectively); and
- Westbound approach at the West 125th Street/Lenox Avenue intersection (LOS E with 57.0 seconds of delay during the PM peak hour).

2014 NO BUILD CONDITION

The 2014 No Build condition was developed by increasing existing (2011) traffic and pedestrian levels by the expected growth in overall travel through and within the study areas. As per *CEQR* guidelines, an annual background growth rate of 0.25 percent was assumed. In addition to the background growth, travel demand estimates for projects anticipated to be complete by 2014 were added to establish the future baseline traffic and pedestrian volumes, as shown in **Table 14-8**.

**Table 14-8
No Build Projects**

| Project/Location | Description | Build Year/Status |
|---|---|--------------------------|
| 2329 Frederick Douglass Blvd | 59,950 sf of retail | Under Construction |
| Harlem Village Academy High School/ 32 West 125th Street | 5,099 sf retail, 400 student high school | 2012 |
| 5 West 125th Street | 3,975 sf of office 118,739 sf of retail | 2012 |
| Promise Academy/245 West 129th Street | 1,300 student school | Under Construction |
| Harlem Dowling/2135-2139 Adam Clayton Powell, Jr. Blvd | 62 residential units 17,000 sf of office | 2013 |

In addition, existing illegal left-turn movements occurring during the weekday AM and PM peak hours were removed for the No Build scenario and re-assigned to the local network at the following locations:

- West 125th Street/Manhattan Avenue/St. Nicholas Avenue
 - Southbound left-turn: six vehicles during the AM peak hour, three vehicles during the PM peak hour
 - Northbound left-turn: three vehicles during the AM peak hour, five vehicles during the PM peak hour
- West 125th Street/Eighth Avenue
 - Southbound left-turn: 36 vehicles during the AM peak hour, 47 vehicles during the PM peak hour
 - Northbound left-turn: two vehicles during the AM peak hour, two vehicles during the PM peak hour

- West 125th Street/Seventh Avenue
 - Southbound left-turn: five vehicles during the AM peak hour, six vehicles during the PM peak hour
 - Northbound left-turn: two vehicles during the AM peak hour, three vehicles during the PM peak hour
- West 125th Street/Lenox Avenue
 - Southbound left-turn: two vehicles during the AM peak hour, three vehicles during midday peak hour, five vehicles during the PM peak hour
 - Northbound left-turn: one vehicle during the AM peak hour, one vehicle during midday peak hour, one vehicle during PM peak hour, two vehicles during the Saturday peak hour
 - Eastbound left-turn: three vehicles during the AM peak hour, one vehicle during midday peak hour, one vehicle during the PM peak hour
 - Westbound left-turn: two vehicles during the AM peak hour, one vehicle during the PM peak hour

TRAFFIC OPERATIONS

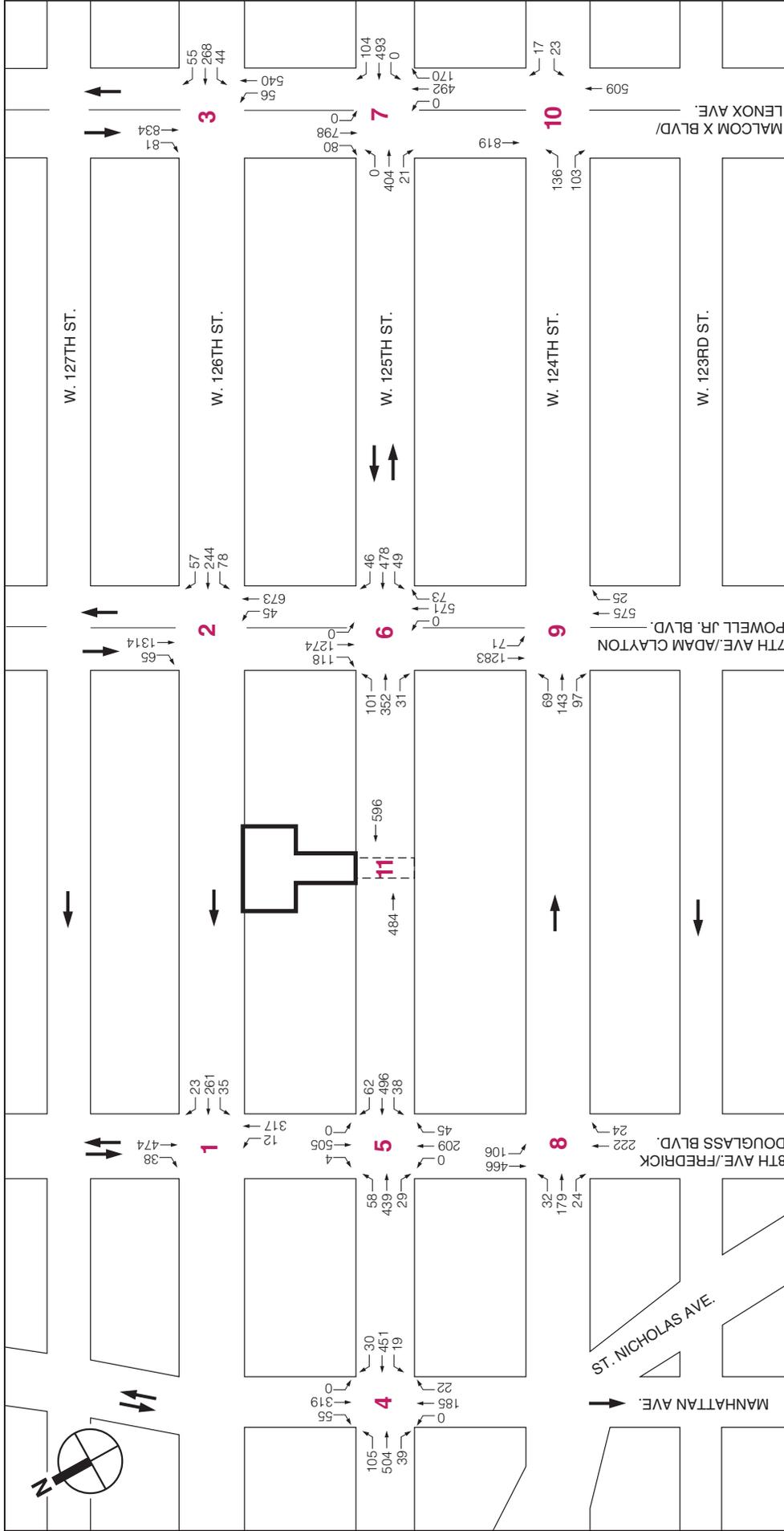
The 2014 No Build traffic volumes are shown in **Figures 14-14 to 14-17** for the weekday AM, midday, PM, and Saturday peak hours. **Table 14-9** presents the No Build condition for intersections in the study area. Based on the analysis results, the majority of the approaches/lane-groups would operate at the same LOS as in the existing conditions with the following notable exceptions:

- Eastbound approach at the West 125th Street/Eighth Avenue intersection would deteriorate to LOS E with 58.9 and 65.1 seconds of delay during the AM and PM peak hours, respectively;
- Westbound approach at the West 125th Street/Eighth Avenue intersection would deteriorate to beyond a mid-LOS D with 52.8 seconds of delay during the AM peak hour and would deteriorate to LOS E with 63.7 and 61.9 seconds of delay during the PM and Saturday peak hours, respectively;
- Westbound approach at the West 125th Street/Lenox Avenue intersection would deteriorate to beyond a mid-LOS D with 46.7 and 54.7 seconds of delay in the Midday and Saturday peak hours, respectively; and
- Eastbound left-turn/right-turn lane at West 124th Street/Lenox Avenue intersection would deteriorate to beyond a mid-LOS D with 54.8 seconds of delay during the PM peak hour.

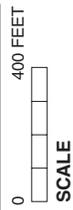
2014 BUILD CONDITION

As discussed in the Level 1 and 2 Screening Assessment section, the proposed project is expected to generate auto trips that exceed the 50 peak hour vehicle *CEQR* threshold at some of the study intersections and a detailed traffic analysis is appropriate. Therefore, the vehicle trips were assigned to the study area network and detailed traffic analyses were conducted.

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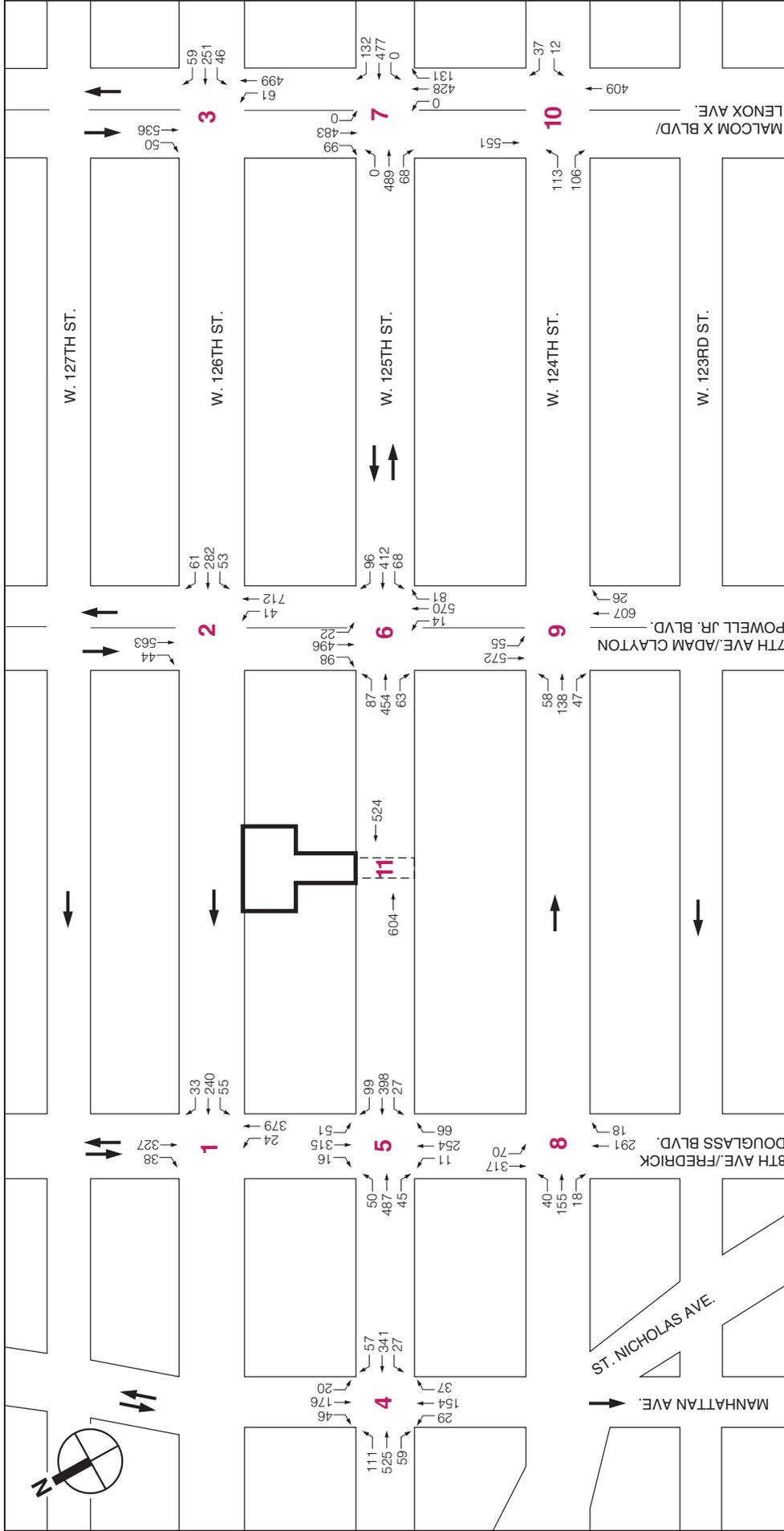


Project Site

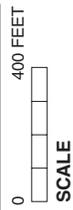


2014 No Build Traffic Volumes
AM Peak Hour
Figure 14-14

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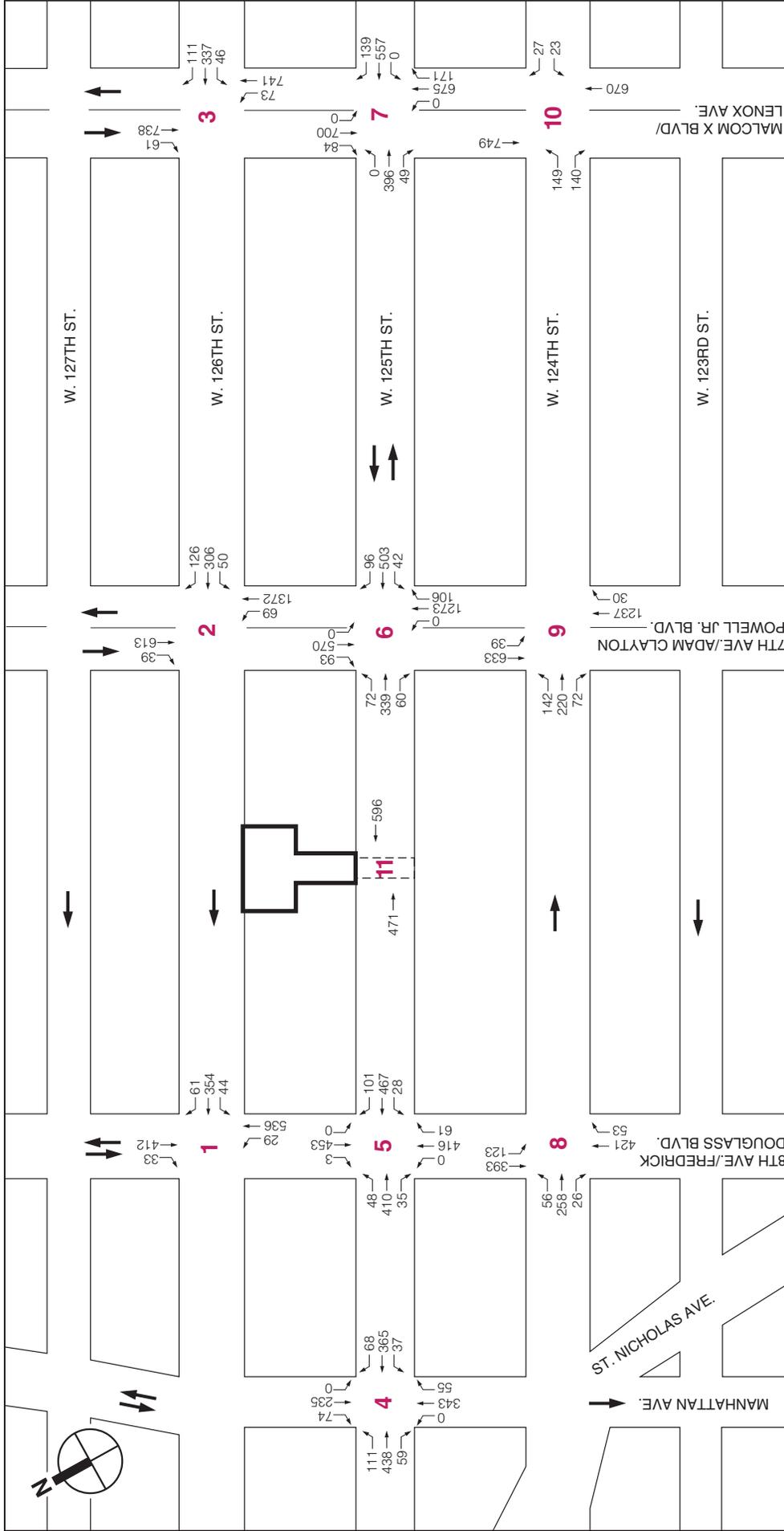


Project Site



2014 No Build Traffic Volumes
Midday Peak Hour
Figure 14-15

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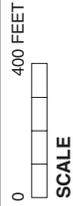
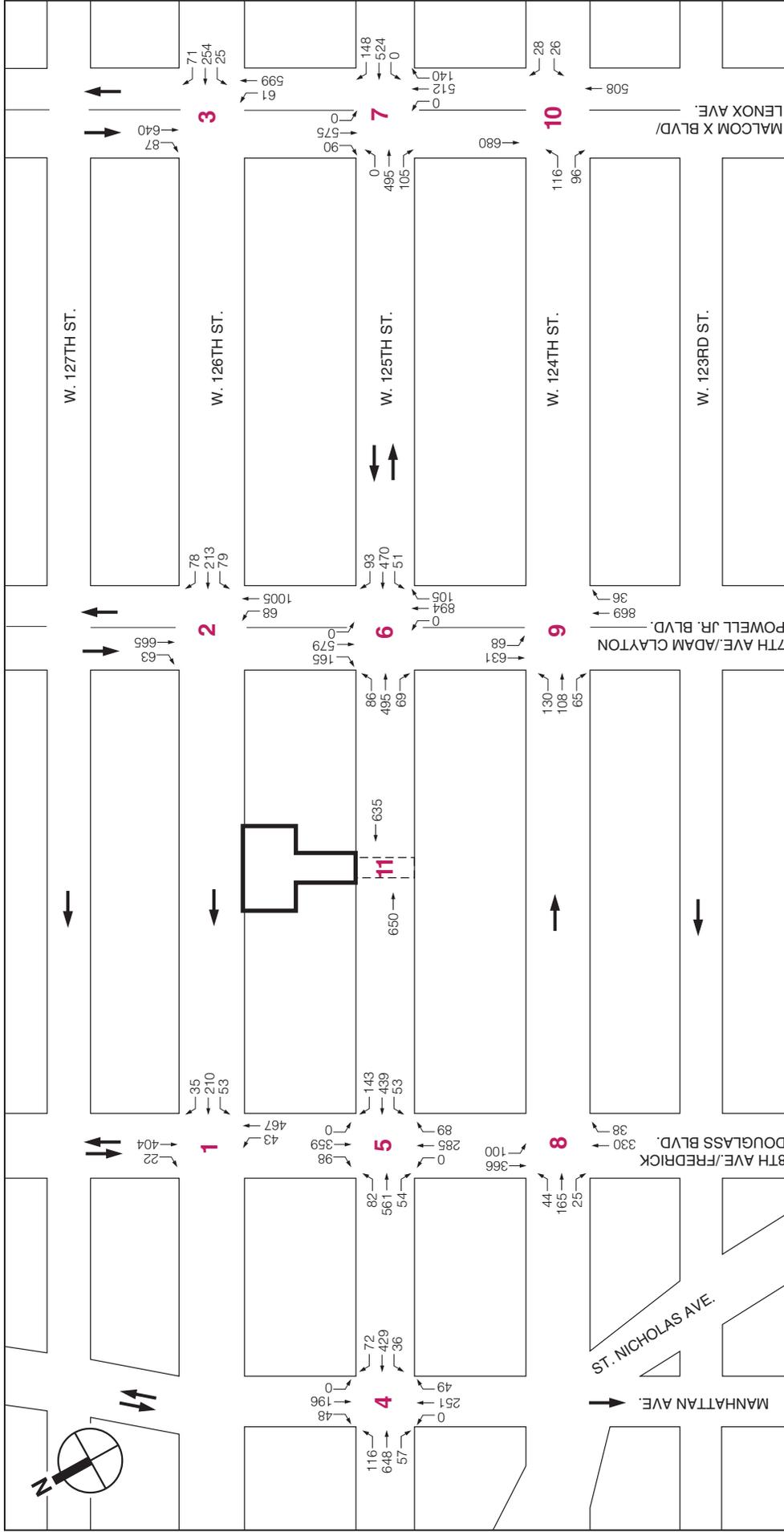


Project Site

2014 No Build Traffic Volumes
PM Peak Hour
Figure 14-16

VICTORIA THEATER

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Project Site

2014 No Build Traffic Volumes
Saturday Peak Hour
Figure 14-17

Table 14-9
2014 No Build Condition Level of Service Analysis

| Intersection/ Approach | AM Peak Hour | | | | Midday Peak Hour | | | | PM Peak Hour | | | | Saturday Peak Hour | | | |
|--|--------------|-----------|-------------|-----|------------------|-----------|-------------|-----|--------------|-----------|-------------|-----|--------------------|-----------|-------------|-----|
| | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS |
| West 126th Street/Eighth Avenue | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.39 | 23.6 | C | LTR | 0.54 | 32.9 | C | LTR | 0.48 | 22.2 | C | LTR | 1.08 | 110.7 | F |
| Northbound | LT | 0.26 | 11.3 | B | LT | 0.26 | 7.2 | A | LT | 0.49 | 16.3 | B | LT | 0.33 | 7.8 | A |
| Southbound | TR | 0.40 | 12.7 | B | TR | 0.22 | 6.9 | A | TR | 0.41 | 15.1 | B | TR | 0.26 | 7.2 | A |
| | Intersection | | 15.4 | B | Intersection | | 14.7 | B | Intersection | | 17.6 | B | Intersection | | 32.9 | C |
| West 126th Street/Seventh Avenue | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.43 | 22.1 | C | LTR | 0.49 | 25.2 | C | LTR | 0.61 | 27.8 | C | LTR | 1.00 | 73.4 | E |
| Northbound | LT | 0.47 | 15.1 | B | LT | 0.41 | 12.6 | B | LT | 0.85 | 22.4 | C | LT | 0.59 | 15.2 | B |
| Southbound | TR | 0.69 | 18.5 | B | TR | 0.29 | 11.4 | B | TR | 0.32 | 11.7 | B | TR | 0.34 | 11.9 | B |
| | Intersection | | 18.1 | B | Intersection | | 15.0 | B | Intersection | | 20.7 | C | Intersection | | 24.3 | C |
| West 126th Street/Lenox Avenue | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.34 | 17.1 | B | LTR | 0.30 | 16.7 | B | LTR | 0.49 | 19.3 | B | LTR | 0.70 | 27.3 | C |
| Northbound | L | 0.52 | 33.7 | C | L | 0.36 | 21.8 | C | L | 0.59 | 35.9 | D | L | 0.41 | 24.5 | C |
| | T | 0.48 | 19.1 | B | T | 0.46 | 18.8 | B | T | 0.67 | 22.7 | C | T | 0.51 | 19.4 | B |
| Southbound | TR | 0.84 | 29.3 | C | TR | 0.61 | 21.4 | C | TR | 0.75 | 25.2 | C | TR | 0.67 | 22.8 | C |
| | Intersection | | 24.0 | C | Intersection | | 19.5 | B | Intersection | | 23.3 | C | Intersection | | 22.7 | C |
| West 125 Street/Manhattan Avenue/St. Nicholas Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.70 | 19.1 | B | LTR | 0.73 | 20.2 | C | LTR | 0.86 | 29.8 | C | LTR | 0.98 | 44.8 | D |
| Westbound | LTR | 0.50 | 14.3 | B | LTR | 0.41 | 13.0 | B | LTR | 0.72 | 21.1 | C | LTR | 0.58 | 15.9 | B |
| Northbound | TR | 0.46 | 25.9 | C | LTR | 0.55 | 28.3 | C | TR | 0.85 | 42.7 | D | LTR | 0.67 | 31.8 | C |
| Southbound | TR | 0.83 | 41.0 | D | LTR | 0.56 | 28.5 | C | TR | 0.67 | 23.3 | C | LTR | 0.60 | 29.6 | C |
| | Intersection | | 23.2 | C | Intersection | | 20.7 | C | Intersection | | 30.6 | C | Intersection | | 32.3 | C |
| West 125th Street/Eighth Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.98 | 58.9 | E | LTR | 0.64 | 21.4 | C | LTR | 0.88 | 42.9 | D | LTR | 1.03 | 65.1 | E |
| Westbound | LTR | 0.96 | 52.8 | D | LTR | 0.61 | 22.1 | C | LTR | 1.00 | 63.7 | E | LTR | 1.02 | 61.9 | E |
| Northbound | LTR | 0.27 | 16.4 | B | LTR | 0.45 | 24.8 | C | LTR | 0.47 | 18.9 | B | LTR | 0.45 | 24.6 | C |
| Southbound | LTR | 0.51 | 19.5 | B | LTR | 0.51 | 25.7 | C | LTR | 0.41 | 18.0 | B | LTR | 0.55 | 26.3 | C |
| | Intersection | | 40.5 | D | Intersection | | 23.1 | C | Intersection | | 37.8 | D | Intersection | | 49.5 | D |
| West 125th Street/Seventh Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.81 | 31.4 | C | LTR | 0.86 | 34.4 | C | LTR | 0.76 | 28.1 | C | LTR | 0.98 | 52.3 | D |
| Westbound | LTR | 0.76 | 26.9 | C | LTR | 0.81 | 30.1 | C | LTR | 0.80 | 28.7 | C | LTR | 1.00 | 59.6 | E |
| Northbound | TR | 0.41 | 17.7 | B | LTR | 0.45 | 18.2 | B | T | 0.73 | 23.1 | C | LTR | 0.57 | 19.8 | B |
| | - | - | - | - | - | - | - | - | R | 0.27 | 17.3 | B | - | - | - | - |
| Southbound | TR | 0.83 | 26.7 | C | LTR | 0.47 | 18.5 | B | TR | 0.42 | 17.8 | B | LTR | 0.46 | 18.3 | B |
| | Intersection | | 25.5 | C | Intersection | | 24.9 | C | Intersection | | 23.7 | C | Intersection | | 34.9 | C |
| West 125th Street/Lenox Avenue | | | | | | | | | | | | | | | | |
| Eastbound | TR | 0.46 | 20.8 | C | TR | 0.91 | 42.7 | D | TR | 0.78 | 35.2 | D | TR | 0.92 | 44.1 | D |
| Westbound | TR | 0.73 | 27.0 | C | TR | 0.94 | 46.7 | D | TR | 1.07 | 79.5 | E | TR | 0.99 | 54.7 | D |
| Northbound | TR | 0.77 | 29.3 | C | TR | 0.68 | 26.1 | C | T | 0.60 | 23.6 | C | TR | 0.82 | 32.0 | C |
| | - | - | - | - | - | - | - | - | R | 0.54 | 26.9 | C | - | - | - | - |
| Southbound | TR | 0.93 | 41.6 | D | TR | 0.68 | 26.1 | C | TR | 0.83 | 31.7 | C | TR | 0.74 | 27.7 | C |
| | Intersection | | 31.4 | C | Intersection | | 35.4 | C | Intersection | | 43.3 | D | Intersection | | 39.7 | D |
| West 124th Street/Eighth Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.37 | 21.1 | C | LTR | 0.38 | 21.3 | C | LTR | 0.57 | 24.9 | C | LTR | 0.44 | 22.5 | C |
| Northbound | TR | 0.22 | 13.1 | B | TR | 0.24 | 13.2 | B | TR | 0.40 | 15.0 | B | TR | 0.31 | 14.0 | B |
| Southbound | LT | 0.57 | 17.8 | B | LT | 0.41 | 15.3 | B | LT | 0.66 | 20.4 | C | LT | 0.55 | 17.7 | B |
| | Intersection | | 17.4 | B | Intersection | | 16.2 | B | Intersection | | 19.7 | B | Intersection | | 17.4 | B |
| West 124th Street/Seventh Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.52 | 23.9 | C | LTR | 0.49 | 26.2 | C | LTR | 0.83 | 36.9 | D | LTR | 0.64 | 31.2 | C |
| Northbound | TR | 0.35 | 14.1 | B | TR | 0.30 | 11.5 | B | T | 0.68 | 18.0 | B | TR | 0.43 | 12.8 | B |
| | - | - | - | - | - | - | - | - | R | 0.09 | 11.8 | B | - | - | - | - |
| Southbound | LT | 0.81 | 23.1 | C | LT | 0.41 | 12.7 | B | LT | 0.42 | 14.5 | B | LT | 0.42 | 12.9 | B |
| | Intersection | | 20.6 | C | Intersection | | 14.4 | B | Intersection | | 20.6 | C | Intersection | | 15.6 | B |
| West 124th Street/Lenox Avenue | | | | | | | | | | | | | | | | |
| Eastbound | LR | 0.63 | 35.5 | D | LR | 0.66 | 37.1 | D | LR | 0.89 | 54.8 | D | LR | 0.67 | 38.2 | D |
| Westbound | LR | 0.15 | 25.3 | C | LR | 0.19 | 26.1 | C | LR | 0.19 | 26.0 | C | LR | 0.19 | 26.0 | C |
| Northbound | T | 0.34 | 9.1 | A | T | 0.27 | 8.6 | A | T | 0.26 | 8.3 | A | T | 0.31 | 8.9 | A |
| Southbound | T | 0.56 | 11.7 | B | T | 0.37 | 9.5 | A | T | 0.50 | 10.8 | B | T | 0.46 | 10.4 | B |
| | Intersection | | 14.6 | B | Intersection | | 15.2 | B | Intersection | | 18.6 | B | Intersection | | 14.7 | B |
| Signalized Pedestrian Crosswalk on West 125th Street between Seventh Avenue and Eighth Avenue | | | | | | | | | | | | | | | | |
| Eastbound | T | 0.34 | 7.0 | A | T | 0.42 | 7.7 | A | T | 0.33 | 6.9 | A | T | 0.45 | 8.0 | A |
| Westbound | T | 0.43 | 7.8 | A | T | 0.36 | 7.1 | A | T | 0.41 | 7.6 | A | T | 0.44 | 7.8 | A |
| | Intersection | | 7.4 | A | Intersection | | 7.4 | A | Intersection | | 7.3 | A | Intersection | | 7.9 | A |

Note: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.

TRAFFIC OPERATIONS

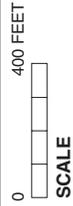
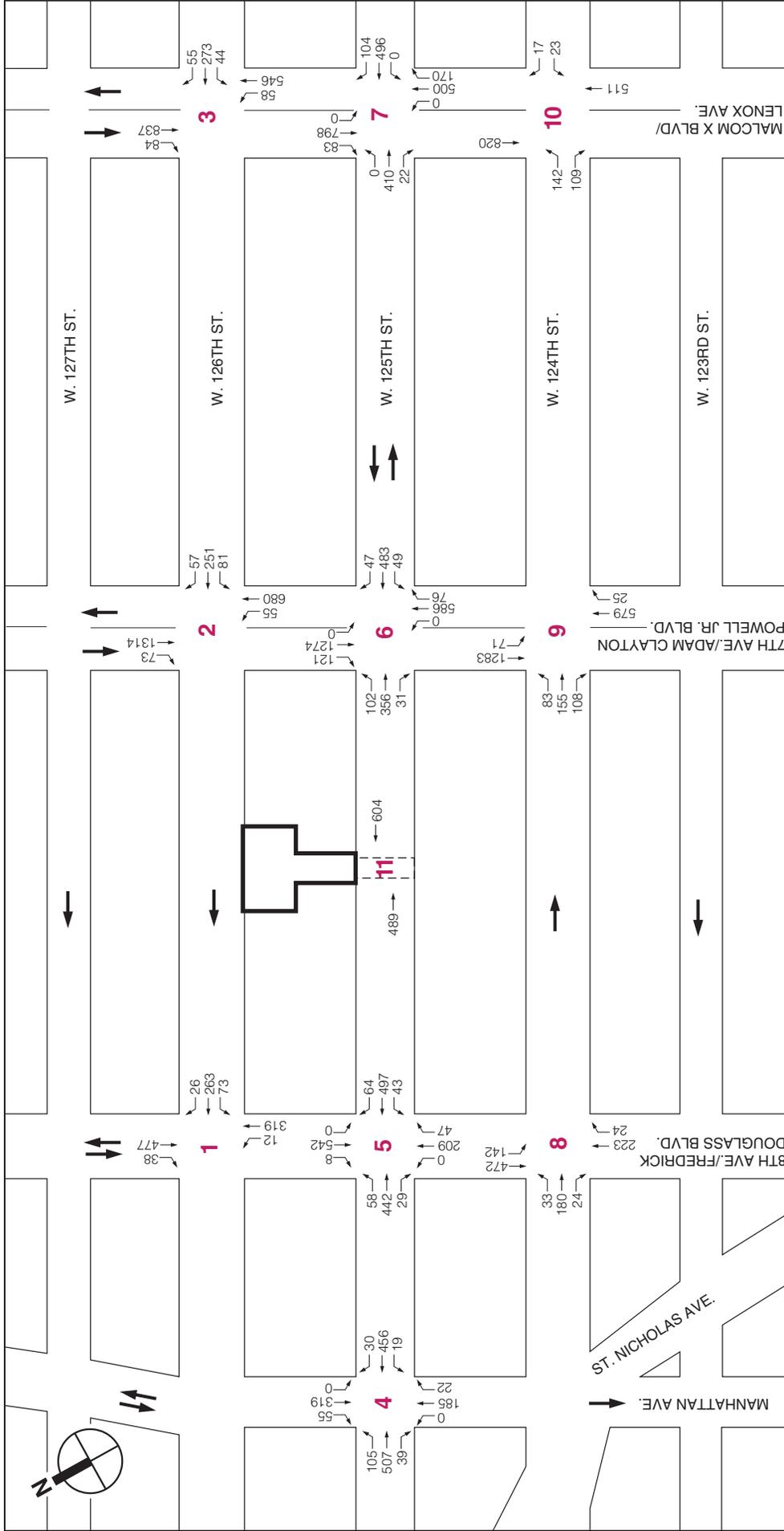
The 2014 Build traffic volumes are shown in **Figures 14-18 to 14-21** for the AM, midday, PM, and Saturday peak hours, respectively. **Table 14-10** presents a comparison of No Build and Build conditions for the study intersections, respectively. Significant adverse impacts are identified by the “+” symbol in the analysis summary table.

SIGNIFICANT IMPACTS

Significant adverse traffic impacts were identified at eight approaches/lane groups. Potential measures that can be implemented to mitigate these significant adverse traffic impacts are discussed below in Section J, “Traffic Mitigation.”

- The westbound approach at the signalized intersection of West 126th Street and Eighth Avenue would deteriorate within LOS F from 110.7 seconds of delay to 192.6 seconds of delay during the Saturday peak hour. This projected increase in delay constitutes a significant adverse impact.
- The westbound approach at the signalized intersection of West 126th Street and Seventh Avenue would deteriorate from LOS E with 73.4 seconds of delay to LOS F with 87.4 seconds of delay during the Saturday peak hour. This projected increase in delay constitutes a significant adverse impact.
- The westbound approach at the signalized intersection of West 125th Street and Eighth Avenue would deteriorate from LOS D with 52.8 seconds of delay to LOS E with 64.2 seconds of delay, from LOS E with 63.7 seconds of delay to LOS F with 82.2 seconds of delay, and within LOS E from 61.9 seconds of delay to 78.0 seconds of delay, during the AM, PM, and Saturday peak hours, respectively. Therefore, the projected increases in delays constitute significant adverse impacts.
- The eastbound approach at the signalized intersection of West 125th Street and Seventh Avenue would deteriorate from LOS C with 34.4 seconds of delay to beyond a mid-LOS D with 50.3 seconds of delay, and from LOS D with 52.3 seconds of delay to LOS E with 59.2 seconds of delay during the midday and PM peak hours, respectively. These projected increases in delay constitute significant adverse impacts.
- The westbound approach at the signalized intersection of West 125th Street and Seventh Avenue would deteriorate within LOS E from 59.6 seconds of delay to 64.3 seconds of delay, during the Saturday peak hour. This projected increase in delay constitutes a significant adverse impact.
- The eastbound approach at the signalized intersection of West 125th Street and Lenox Avenue would deteriorate from below mid-LOS D with 42.7 seconds of delay to above mid-LOS D with 48.4 seconds of delay during the midday peak hour. This projected increase in delay constitutes a significant adverse impact.
- The eastbound approach at the signalized intersection of West 124th Street and Seventh Avenue would deteriorate from below a mid-LOS D with 36.9 seconds of delay to above mid-LOS D with 48.5 seconds of delay during the PM peak hour. This projected increase in delay constitutes a significant adverse impact.
- The eastbound approach at the signalized intersection of West 124th Street and Lenox Avenue would deteriorate from LOS D with 54.8 seconds of delay to LOS E with 62.5 seconds of delay during the PM peak hour. This projected increase in delay constitutes a significant adverse impact.

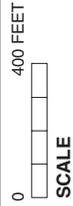
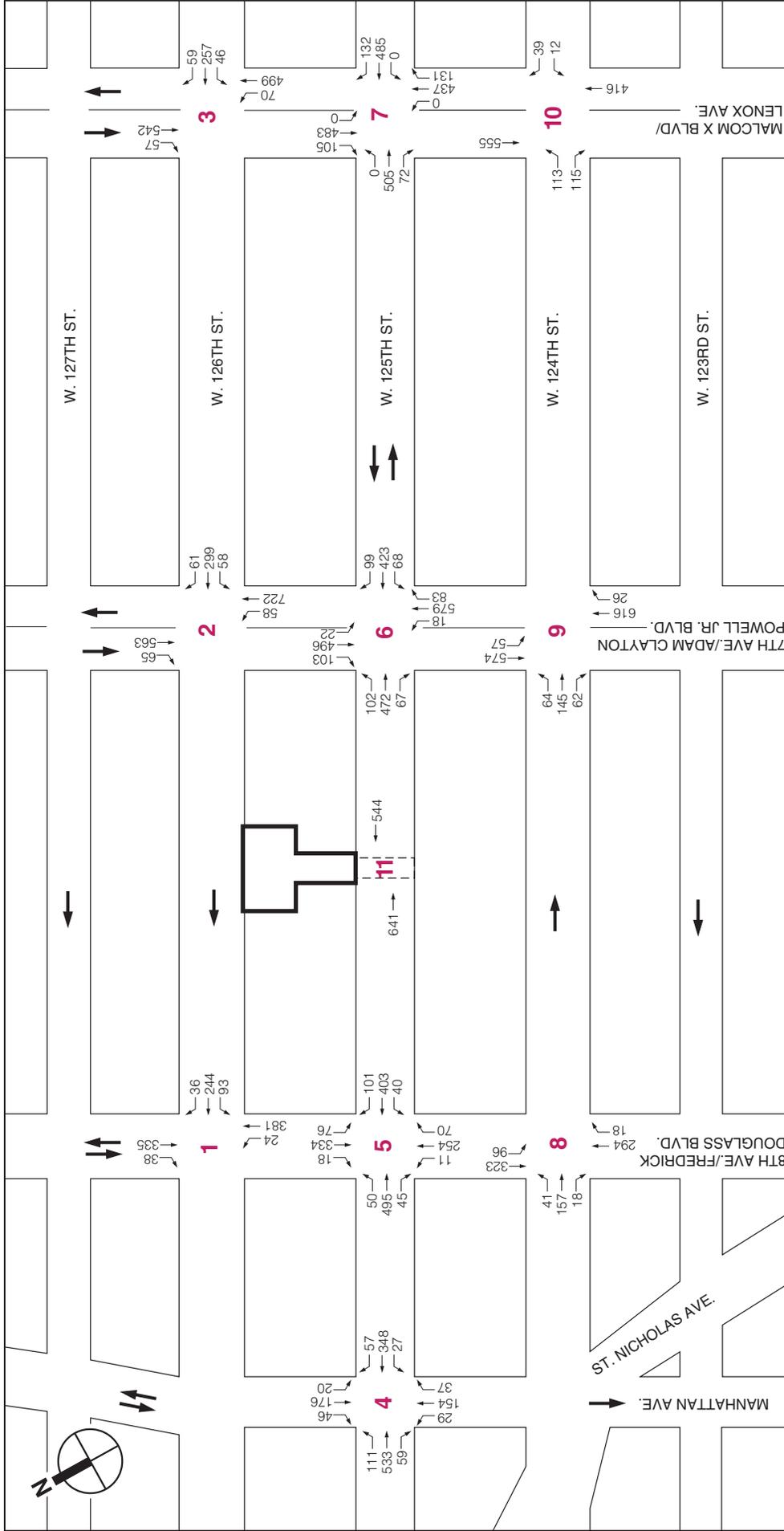
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Project Site

2014 Build Traffic Volumes
AM Peak Hour
Figure 14-18

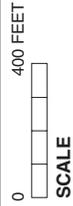
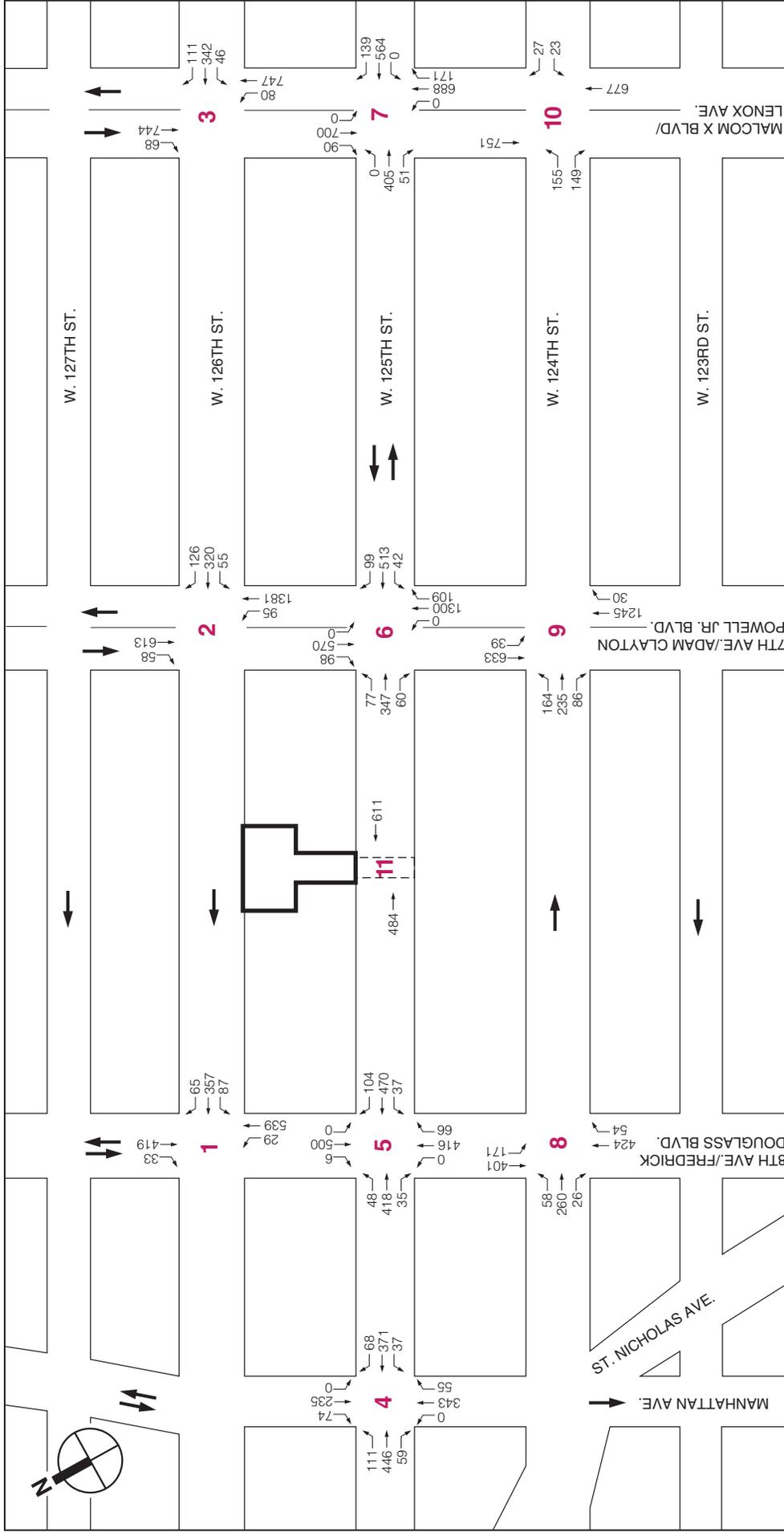
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Project Site

2014 Build Traffic Volumes
Midday Peak Hour
Figure 14-19

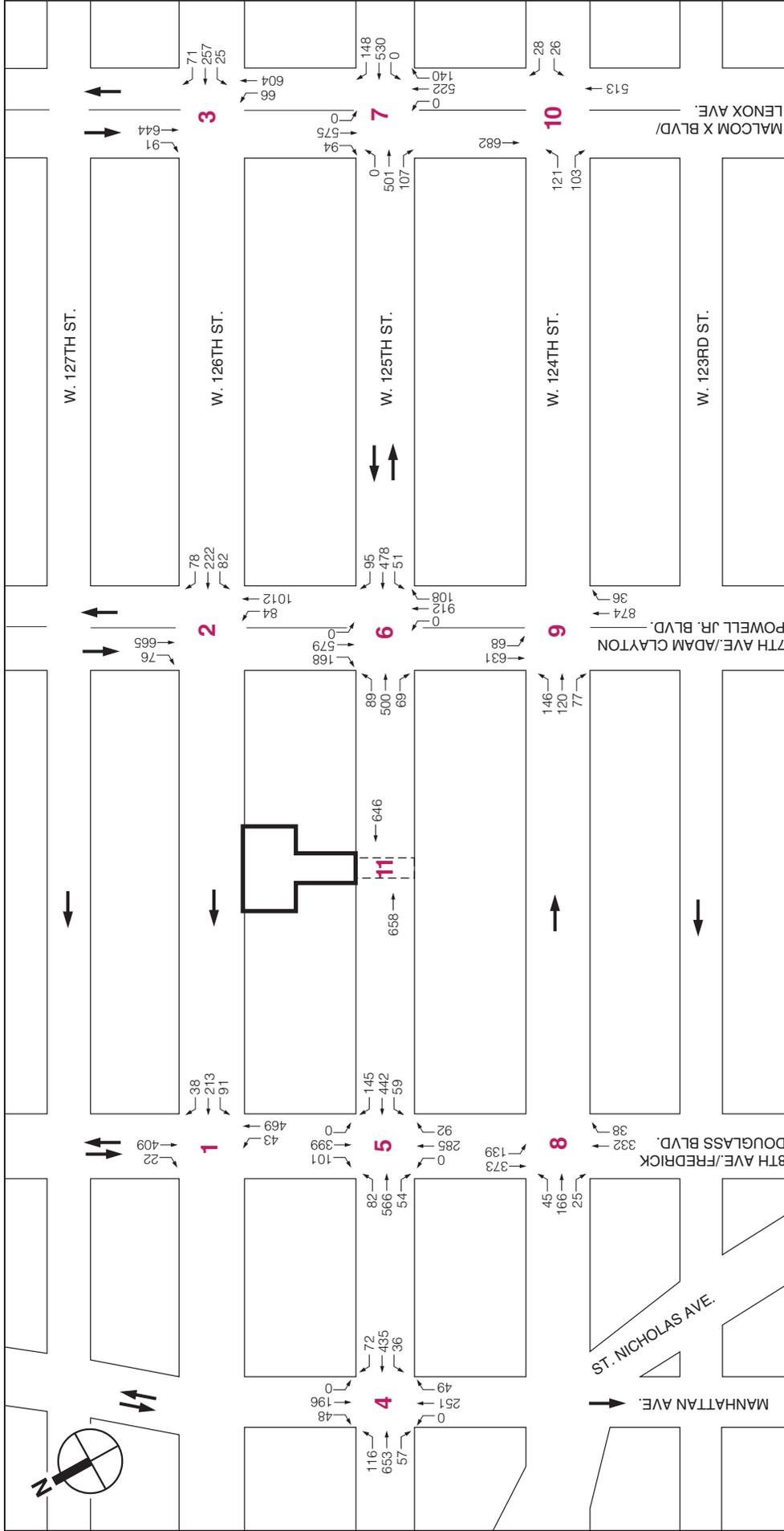
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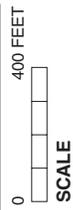
 Project Site

2014 Build Traffic Volumes
PM Peak Hour
Figure 14-20

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Project Site



2014 Build Traffic Volumes
Saturday Peak Hour
Figure 14-21

Table 14-10
2014 No Build vs. Build Conditions Level of Service Analysis

| Intersection/ Approach | AM Peak Hour | | | | | | Midday Peak Hour | | | | | | PM Peak Hour | | | | | | Saturday Peak Hour | | | | | | | | | | | | | |
|--|---|--------------|----------------|--------------------------------------|---------------|--------------|---|-----|---------------|--------------------------------------|----------------|-----|---|--------------|----------------|--------------------------------------|---------------|--------------|---|-----|---------------|--------------------------------------|----------------|-----|--------------|------|-------|---|--------------|------|-------|----|
| | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | | | | | | | | |
| | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | | | | | | | | |
| Westbound | LTR | 0.39 | 23.6 | C | LTR | 0.46 | 24.6 | C | LTR | 0.54 | 32.9 | C | LTR | 0.64 | 35.8 | D | LTR | 0.48 | 22.2 | C | LTR | 0.54 | 23.4 | C | LTR | 1.08 | 110.7 | F | LTR | 1.30 | 192.6 | F+ |
| Northbound | LT | 0.26 | 11.3 | B | LT | 0.26 | 11.3 | B | LT | 0.26 | 7.2 | A | LT | 0.26 | 7.2 | A | LT | 0.49 | 16.3 | B | LT | 0.49 | 16.3 | B | LT | 0.33 | 7.8 | A | LT | 0.34 | 7.8 | A |
| Southbound | TR | 0.40 | 12.7 | B | TR | 0.40 | 12.7 | B | TR | 0.22 | 6.9 | A | TR | 0.22 | 7.0 | A | TR | 0.41 | 15.1 | B | TR | 0.42 | 15.2 | B | TR | 0.26 | 7.2 | A | TR | 0.26 | 7.2 | A |
| | Intersection | 15.4 | 15.4 | B | Intersection | 18.0 | 18.0 | B | Intersection | 14.7 | 14.7 | B | Intersection | 16.3 | 16.3 | B | Intersection | 17.6 | 17.6 | B | Intersection | 18.2 | 18.2 | B | Intersection | 32.9 | 32.9 | C | Intersection | 57.6 | 57.6 | E |
| West 126th Street/Seventh Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.43 | 22.1 | C | LTR | 0.44 | 22.4 | C | LTR | 0.49 | 25.2 | C | LTR | 0.52 | 25.8 | C | LTR | 0.61 | 27.8 | C | LTR | 0.64 | 28.6 | C | LTR | 1.00 | 73.4 | E | LTR | 1.05 | 87.4 | F+ |
| Northbound | LT | 0.47 | 15.1 | B | LT | 0.50 | 15.6 | B | LT | 0.41 | 12.6 | B | LT | 0.44 | 13.0 | B | LT | 0.85 | 22.4 | C | LT | 0.92 | 27.8 | C | LT | 0.59 | 15.2 | B | LT | 0.63 | 15.9 | B |
| Southbound | TR | 0.69 | 18.5 | B | TR | 0.70 | 18.6 | B | TR | 0.29 | 11.4 | B | TR | 0.29 | 11.6 | B | TR | 0.32 | 11.7 | B | TR | 0.34 | 11.8 | B | TR | 0.34 | 11.9 | B | TR | 0.35 | 12.0 | B |
| | Intersection | 18.1 | 18.1 | B | Intersection | 18.3 | 18.3 | B | Intersection | 15.0 | 15.0 | B | Intersection | 15.4 | 15.4 | B | Intersection | 20.7 | 20.7 | C | Intersection | 23.8 | 23.8 | C | Intersection | 24.3 | 24.3 | C | Intersection | 27.3 | 27.3 | C |
| West 126th Street/Lenox Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Westbound | LTR | 0.34 | 17.1 | B | LTR | 0.34 | 17.2 | B | LTR | 0.30 | 16.7 | B | LTR | 0.31 | 16.8 | B | LTR | 0.49 | 19.3 | B | LTR | 0.50 | 19.4 | B | LTR | 0.70 | 27.3 | C | LTR | 0.72 | 27.8 | C |
| Northbound | L | 0.52 | 33.7 | C | L | 0.54 | 35.3 | D | L | 0.36 | 21.8 | C | L | 0.43 | 24.3 | C | L | 0.59 | 35.9 | D | L | 0.67 | 42.8 | D | L | 0.41 | 24.5 | C | L | 0.44 | 26.1 | C |
| Southbound | T | 0.48 | 19.1 | B | T | 0.49 | 19.1 | B | T | 0.46 | 18.8 | B | T | 0.46 | 18.8 | B | T | 0.67 | 22.7 | C | T | 0.67 | 22.8 | C | T | 0.51 | 19.4 | B | T | 0.51 | 19.5 | B |
| | Intersection | 0.84 | 29.3 | C | Intersection | 0.84 | 29.7 | C | Intersection | 0.61 | 21.4 | C | Intersection | 0.63 | 21.9 | C | Intersection | 0.75 | 25.2 | C | Intersection | 0.77 | 25.8 | C | Intersection | 0.67 | 22.8 | C | Intersection | 0.67 | 23.0 | C |
| | Intersection | 24.0 | 24.0 | C | Intersection | 24.3 | 24.3 | C | Intersection | 19.5 | 19.5 | B | Intersection | 19.9 | 19.9 | B | Intersection | 23.3 | 23.3 | C | Intersection | 23.9 | 23.9 | C | Intersection | 22.8 | 22.8 | C | Intersection | 23.0 | 23.0 | C |
| West 125 Street/Manhattan Avenue/St. Nicholas Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.70 | 19.1 | B | LTR | 0.70 | 19.3 | B | LTR | 0.73 | 20.2 | C | LTR | 0.74 | 20.5 | C | LTR | 0.86 | 29.8 | C | LTR | 0.87 | 31.0 | C | LTR | 0.98 | 44.8 | D | LTR | 0.99 | 46.8 | D |
| Westbound | LTR | 0.50 | 14.3 | B | LTR | 0.50 | 14.3 | B | LTR | 0.41 | 13.0 | B | LTR | 0.41 | 13.1 | B | LTR | 0.72 | 21.1 | C | LTR | 0.73 | 21.5 | C | LTR | 0.58 | 15.9 | B | LTR | 0.59 | 16.1 | B |
| Northbound | TR | 0.46 | 25.9 | C | TR | 0.46 | 25.9 | C | TR | 0.55 | 28.3 | C | TR | 0.55 | 28.3 | C | TR | 0.85 | 42.7 | D | TR | 0.85 | 42.7 | D | TR | 0.67 | 31.8 | C | TR | 0.67 | 31.8 | C |
| Southbound | TR | 0.83 | 41.0 | D | TR | 0.83 | 41.0 | D | TR | 0.56 | 28.5 | C | TR | 0.56 | 28.5 | C | TR | 0.67 | 32.3 | C | TR | 0.67 | 32.3 | C | TR | 0.60 | 29.6 | C | TR | 0.60 | 29.6 | C |
| | Intersection | 23.2 | 23.2 | C | Intersection | 23.2 | 23.2 | C | Intersection | 20.7 | 20.7 | C | Intersection | 20.8 | 20.8 | C | Intersection | 30.6 | 30.6 | D | Intersection | 31.0 | 31.0 | C | Intersection | 32.3 | 32.3 | C | Intersection | 33.1 | 33.1 | C |
| West 125th Street/Eighth Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.98 | 58.9 | E | LTR | 0.99 | 61.5 | E | LTR | 0.64 | 21.4 | C | LTR | 0.65 | 21.7 | C | LTR | 0.88 | 42.9 | D | LTR | 0.90 | 45.6 | D | LTR | 1.03 | 65.1 | E | LTR | 1.04 | 68.8 | E |
| Westbound | LTR | 0.96 | 52.8 | D | LTR | 1.01 | 64.2 | E+ | LTR | 0.61 | 22.1 | C | LTR | 0.67 | 23.7 | C | LTR | 1.00 | 63.7 | E | LTR | 1.07 | 82.2 | F+ | LTR | 1.02 | 61.9 | E | LTR | 1.07 | 78.0 | E+ |
| Northbound | TR | 0.27 | 16.4 | B | TR | 0.28 | 16.4 | B | TR | 0.45 | 24.8 | C | TR | 0.46 | 24.9 | C | TR | 0.47 | 18.9 | B | TR | 0.47 | 18.9 | B | TR | 0.45 | 24.6 | C | TR | 0.46 | 24.7 | C |
| Southbound | TR | 0.51 | 19.5 | B | TR | 0.56 | 20.3 | C | TR | 0.51 | 25.7 | C | TR | 0.60 | 28.0 | C | TR | 0.41 | 18.0 | B | TR | 0.46 | 18.6 | B | TR | 0.55 | 26.3 | C | TR | 0.60 | 27.3 | C |
| | Intersection | 40.5 | 40.5 | D | Intersection | 44.5 | 44.5 | D | Intersection | 23.1 | 23.1 | C | Intersection | 24.2 | 24.2 | C | Intersection | 37.8 | 37.8 | D | Intersection | 43.8 | 43.8 | D | Intersection | 49.5 | 49.5 | D | Intersection | 55.5 | 55.5 | E |
| West 125th Street/Seventh Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eastbound | LTR | 0.81 | 31.4 | C | LTR | 0.83 | 32.8 | C | LTR | 0.86 | 34.4 | C | LTR | 0.97 | 50.3 | D+ | LTR | 0.76 | 28.1 | C | LTR | 0.80 | 30.7 | C | LTR | 0.98 | 52.3 | D | LTR | 1.00 | 59.2 | E+ |
| Westbound | LTR | 0.76 | 26.9 | C | LTR | 0.77 | 27.4 | C | LTR | 0.81 | 30.1 | C | LTR | 0.84 | 32.7 | C | LTR | 0.80 | 28.7 | C | LTR | 0.82 | 29.9 | C | LTR | 1.00 | 59.6 | E | LTR | 1.02 | 64.3 | E+ |
| Northbound | TR | 0.41 | 17.7 | B | TR | 0.42 | 17.8 | B | TR | 0.45 | 18.2 | B | TR | 0.46 | 18.4 | B | TR | 0.73 | 23.1 | C | T | 0.75 | 23.5 | C | TR | 0.57 | 19.8 | B | TR | 0.58 | 20.1 | C |
| Southbound | TR | 0.83 | 26.7 | C | TR | 0.84 | 26.8 | C | LTR | 0.47 | 18.5 | B | LTR | 0.47 | 18.6 | B | TR | 0.27 | 17.3 | B | R | 0.29 | 17.5 | B | TR | 0.46 | 18.3 | B | TR | 0.46 | 18.3 | B |
| | Intersection | 25.5 | 25.5 | C | Intersection | 25.9 | 25.9 | C | Intersection | 24.9 | 24.9 | C | Intersection | 29.6 | 29.6 | C | Intersection | 23.7 | 23.7 | C | Intersection | 24.6 | 24.6 | C | Intersection | 34.9 | 34.9 | C | Intersection | 37.5 | 37.5 | D |

Table 14-10 (cont'd)
2014 No Build vs. Build Conditions Level of Service Analysis

| Intersection/ Approach | AM Peak Hour | | | | | | Midday Peak Hour | | | | | | PM Peak Hour | | | | | | Saturday Peak Hour | | | | | | | | | |
|---|---|--------------|----------------|--------------------------------------|---------------|--------------|---|--------------|---------------|--------------------------------------|----------------|--------------|---|--------------|----------------|--------------------------------------|---------------|--------------|---|--------------|---------------|--------------------------------------|----------------|--------------|--------------|------|------|---|
| | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | 2014 Future without Proposed Project | | | 2014 Future with Proposed Project | | | | | | |
| | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | | | | |
| West 124th Street/Lenox Avenue | TR | 0.46 | 20.8 | C | TR | 0.47 | 20.9 | C | TR | 0.91 | 42.7 | D | TR | 0.94 | 48.4 | D+ | TR | 0.78 | 35.2 | D | TR | 0.80 | 36.6 | D | TR | 0.92 | 44.1 | D |
| | TR | 0.73 | 27.0 | C | TR | 0.73 | 27.2 | C | TR | 0.94 | 46.7 | D | TR | 0.95 | 48.6 | D | TR | 1.07 | 79.5 | E | TR | 1.08 | 82.4 | F | TR | 0.99 | 54.7 | D |
| | TR | 0.77 | 29.3 | C | TR | 0.78 | 29.7 | C | TR | 0.68 | 26.1 | C | TR | 0.69 | 26.4 | C | T | 0.60 | 23.6 | C | T | 0.62 | 23.9 | C | TR | 0.82 | 32.0 | C |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | R | 0.54 | 26.9 | C | R | 0.54 | 26.9 | C | - | - | - |
| Southbound | TR | 0.93 | 41.6 | D | TR | 0.94 | 42.2 | D | TR | 0.68 | 26.1 | C | TR | 0.69 | 26.4 | C | TR | 0.83 | 31.7 | C | TR | 0.84 | 32.3 | C | TR | 0.74 | 27.7 | C |
| | Intersection | | 31.4 | C | Intersection | | 31.7 | C | Intersection | | 35.4 | C | Intersection | | 37.5 | D | Intersection | | 43.3 | D | Intersection | | 44.5 | D | Intersection | | 39.7 | D |
| West 124th Street/Eighth Avenue | LTR | 0.37 | 21.1 | C | LTR | 0.37 | 21.2 | C | LTR | 0.38 | 21.3 | C | LTR | 0.39 | 21.4 | C | LTR | 0.57 | 24.9 | C | LTR | 0.58 | 25.1 | C | LTR | 0.44 | 22.5 | C |
| | TR | 0.22 | 13.1 | B | TR | 0.23 | 13.1 | B | TR | 0.24 | 13.2 | B | TR | 0.24 | 13.2 | B | TR | 0.40 | 15.0 | B | TR | 0.40 | 15.0 | B | TR | 0.31 | 14.0 | B |
| | LT | 0.57 | 17.8 | B | LT | 0.64 | 19.6 | B | LT | 0.41 | 15.3 | B | LT | 0.47 | 16.3 | B | LT | 0.66 | 20.4 | C | LT | 0.77 | 24.8 | C | LT | 0.55 | 17.7 | B |
| | Intersection | | 17.4 | B | Intersection | | 18.3 | B | Intersection | | 16.2 | B | Intersection | | 16.6 | B | Intersection | | 19.7 | B | Intersection | | 21.6 | C | Intersection | | 17.4 | B |
| West 124th Street/Seventh Avenue | LTR | 0.52 | 23.9 | C | LTR | 0.58 | 25.4 | C | LTR | 0.49 | 26.2 | C | LTR | 0.55 | 27.7 | C | LTR | 0.83 | 36.9 | D | LTR | 0.93 | 48.5 | D+ | LTR | 0.64 | 31.2 | C |
| | TR | 0.35 | 14.1 | B | TR | 0.36 | 14.2 | B | TR | 0.30 | 11.5 | B | TR | 0.31 | 11.6 | B | T | 0.68 | 18.0 | B | T | 0.68 | 18.1 | B | TR | 0.43 | 12.8 | B |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | R | 0.09 | 11.8 | B | R | 0.10 | 11.8 | B | - | - | - | |
| | LT | 0.81 | 23.1 | C | LT | 0.81 | 23.2 | C | LT | 0.41 | 12.7 | B | LT | 0.42 | 12.8 | B | LT | 0.42 | 14.5 | B | LT | 0.42 | 14.5 | B | LT | 0.42 | 12.9 | B |
| Intersection | | 20.6 | C | Intersection | | 20.9 | C | Intersection | | 14.4 | B | Intersection | | 14.9 | B | Intersection | | 20.6 | C | Intersection | | 23.4 | C | Intersection | | 15.6 | B | |
| West 124th Street/Lenox Avenue | LR | 0.63 | 35.5 | D | LR | 0.65 | 36.6 | D | LR | 0.66 | 37.1 | D | LR | 0.69 | 38.4 | D | LR | 0.89 | 54.8 | D | LR | 0.93 | 62.5 | E+ | LR | 0.67 | 38.2 | D |
| | LR | 0.15 | 25.3 | C | LR | 0.15 | 25.3 | C | LR | 0.19 | 26.1 | C | LR | 0.20 | 26.3 | C | LR | 0.19 | 26.0 | C | LR | 0.19 | 26.0 | C | LR | 0.19 | 26.0 | C |
| | T | 0.34 | 9.1 | A | T | 0.34 | 9.2 | A | T | 0.27 | 8.6 | A | T | 0.28 | 8.6 | A | T | 0.26 | 8.3 | A | T | 0.26 | 8.4 | A | T | 0.31 | 8.9 | A |
| | T | 0.56 | 11.7 | B | T | 0.56 | 11.7 | B | T | 0.37 | 9.5 | A | T | 0.38 | 9.5 | A | T | 0.50 | 10.8 | B | T | 0.50 | 10.9 | B | T | 0.46 | 10.4 | B |
| Intersection | | 14.6 | B | Intersection | | 15.0 | B | Intersection | | 15.2 | B | Intersection | | 15.6 | B | Intersection | | 18.6 | B | Intersection | | 20.4 | C | Intersection | | 14.7 | B | |
| Signalized Pedestrian Crosswalk on West 125th Street between Seventh Avenue and Eighth Avenue | T | 0.34 | 7.0 | A | T | 0.35 | 7.0 | A | T | 0.42 | 7.7 | A | T | 0.45 | 7.9 | A | T | 0.33 | 6.9 | A | T | 0.34 | 7.0 | A | T | 0.45 | 8.0 | A |
| | T | 0.43 | 7.8 | A | T | 0.44 | 7.8 | A | T | 0.36 | 7.1 | A | T | 0.37 | 7.3 | A | T | 0.41 | 7.6 | A | T | 0.43 | 7.7 | A | T | 0.44 | 7.8 | A |
| | Intersection | | 7.4 | A | Intersection | | 7.5 | A | Intersection | | 7.4 | A | Intersection | | 7.6 | A | Intersection | | 7.3 | A | Intersection | | 7.4 | A | Intersection | | 7.9 | A |
| | Intersection | | 7.4 | A | Intersection | | 7.5 | A | Intersection | | 7.4 | A | Intersection | | 7.6 | A | Intersection | | 7.3 | A | Intersection | | 7.4 | A | Intersection | | 7.9 | A |

Note: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.
+ indicates significant adverse impact.

F. TRANSIT ANALYSIS

Mass transit options serving the project site are shown in **Figure 14-22**. The mass transit options available near the project site include the No. 2/3 subway lines at the West 125 Station (Lenox Avenue) and the A/B/C/D subway lines at the West 125th Station (Manhattan Avenue), and the M2, M3, M7, M10, M60, M100, M1010, M102, and BX15 bus routes.

TRANSIT STUDY AREAS

SUBWAY SERVICE

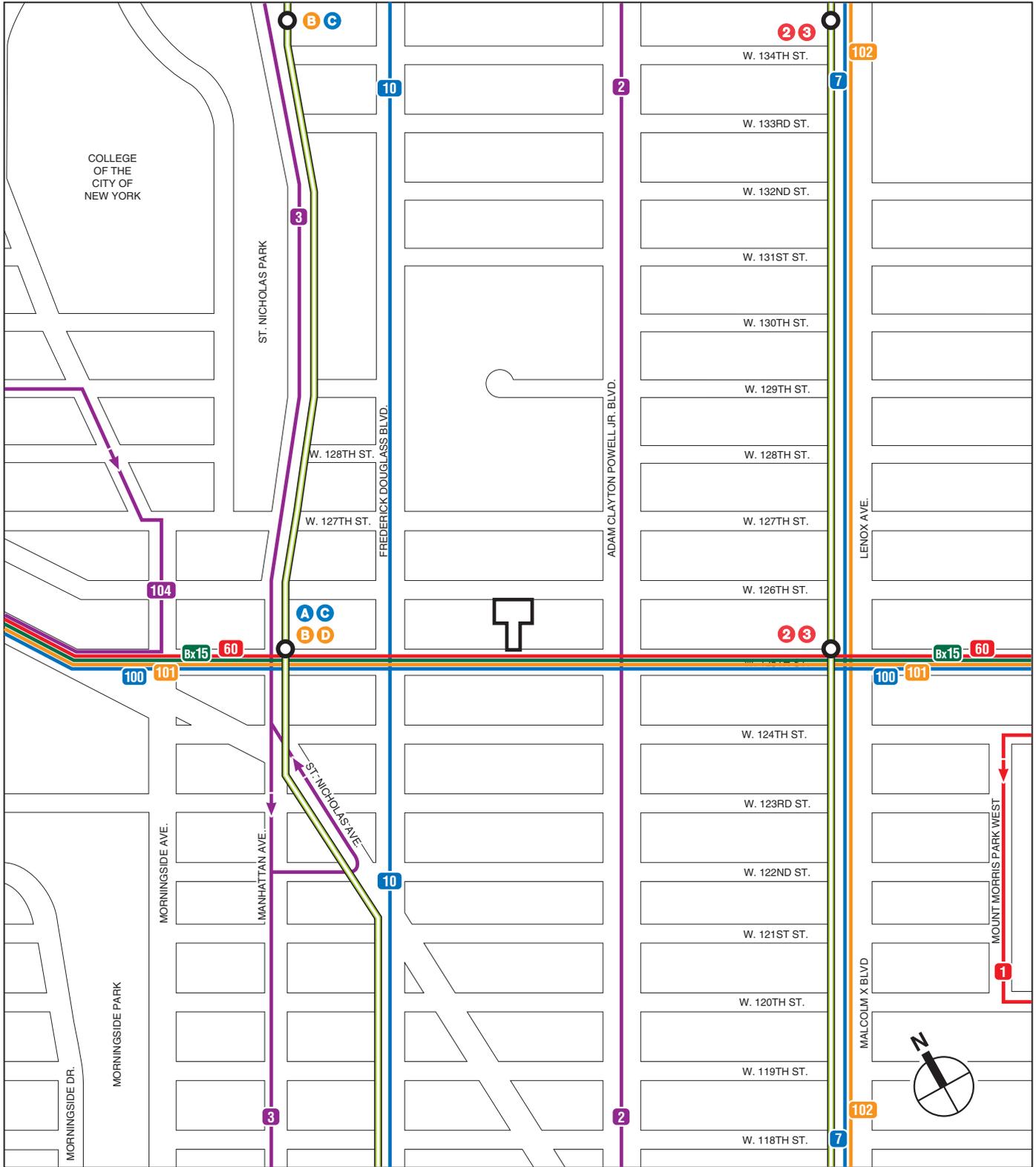
Below is a summary of the subway lines that serve the project site.

- The No. 2 subway line (Seventh Avenue Express) operates between Flatbush Avenue in Brooklyn and Wakefield-241 Street in the Bronx at all times. The No. 2 line runs express in Manhattan except late night when it operates local.
- The No. 3 subway line (Seventh Avenue Express) operates between New Lots Avenue in Brooklyn and Harlem-148th Street/Seventh Avenue in Manhattan at all times except late night. During late night, the No.3 trains only run in Manhattan between Times Square-42nd Street and Harlem-148th Street/Seventh Avenue.
- The A subway line (Eighth Avenue Express) operates between Far Rockaway-Mott Avenue in Queens and Inwood-207th Street in Manhattan at all times.
- The B subway line (Sixth Avenue Express) operates between Brighton Beach in Brooklyn and 145th Street in Manhattan.
- The C subway line (Eighth Avenue Local) operates between Euclid Avenue in Brooklyn and 168th Street in Manhattan.
- The D subway line (Sixth Avenue Express) operates between Stillwell Avenue in Brooklyn and 205th Street in the Bronx.

As discussed in Section C, “CEQR Screening Analyses,” the proposed project would generate more than 200 peak hour subway trips during the during the midday, PM, and Saturday peak hours. These trips were distributed equally among subway lines at two subway stations and corresponding station elements. Based on the results of this subway trip distribution, the station elements at the West 125 Station (Lenox Avenue) and the West 125th Station (Manhattan Avenue) would not be expected to incur 200 or more peak hour project-generated subway trips during the study peak hours. Consequently, the proposed project would not have the potential to result in any significant adverse subway impacts and a quantitative station element analysis is not warranted.

BUS SERVICE

Based on the travel demand estimates and the availability and service frequencies of bus routes near the project site, it was determined that no individual bus route would experience 50 or more peak hour bus trips in one direction—the CEQR recommended threshold for undertaking a quantified bus analysis. Consequently, the proposed project would not have the potential to result in any significant adverse bus impacts and a quantitative bus line-haul analysis is not warranted. **Table 14-11** provides a summary of the NYCT local bus routes that provide regular service within the vicinity of the proposed project and their frequencies of operation. All of these routes use standard buses with a guideline capacity of 54 to 55 passengers per bus.



-  Project Site
-  Local Bus Route
-  Local Bus Route Number
-  Subway Route and Station

0 500 FEET
SCALE

Table 14-11
NYCT Local Bus Routes Serving The Study Area

| Bus Route | Start Point | End Point | Routing in Study Area | Freq. of Bus Service (Headway in Minutes) | | | |
|-----------|-----------------------|-------------------|--|---|-----------|------|----------|
| | | | | AM | Afternoon | PM | Saturday |
| M2 | Washington Heights | East Village | Adam Clayton Powell, Jr. Boulevard | 8 | 10-12 | 7-8 | 12 |
| M3 | Fort George | East Village | Manhattan Avenue | 10-12 | 10-11 | 10 | 8-10 |
| M7 | Harlem | Chelsea | Lenox Avenue | 7-10 | 8-10 | 8-10 | 10 |
| M10 | Harlem | Columbus Circle | Douglass Boulevard | 7-10 | 8-10 | 10 | 10 |
| M60 | Morningside Heights | LaGuardia Airport | Martin Luther King Boulevard/ West 125th Street | 7-8 | 9 | 7-8 | 8 |
| M100 | Inwood | East Harlem | Martin Luther King Boulevard/ West 125th Street | 8-9 | 8 | 8-10 | 10 |
| M101 | Washington Heights | East Village | Martin Luther King Boulevard/ West 125th Street | 7-10 | 8-9 | 7-8 | 5 |
| M102 | Harlem | East Village | Lenox Avenue | 9-11 | 13-15 | 12 | 10-12 |
| BX15 | Fordham Plaza (Bronx) | Harlem | Martin Luther King Boulevard/ West 125th Street | 9 | 10 | 8-10 | 7-8 |

Source: MTA NYCT Bus Timetables (2011).

G. PEDESTRIAN ANALYSIS

PEDESTRIAN STUDY AREAS

Based on the Level 2 pedestrian trip assignments presented in Section C, “CEQR Screening Analyses” (see **Figures 14-5** through **14-8**) pedestrian elements near the project site were identified to incur project-generated trips exceeding the CEQR analysis threshold of 200 peak hour pedestrian trips and therefore would warrant a detailed analysis of potential pedestrian impacts. The pedestrian analysis locations are outlined below.

- Sidewalk Locations
 - North sidewalk of West 125th Street between St. Nicholas Avenue and Eighth Avenue; and
 - North sidewalk of West 125th Street between Eighth Avenue and the project entrance.
- Corner Locations
 - Northeast corner of West 125th Street and St. Nicholas Avenue intersection;
 - Northwest corner of West 125th Street and Eighth Avenue intersection; and
 - Northeast corner of West 125th Street and Eighth Avenue intersection.
- Crosswalk Locations
 - North crosswalk at West 125th Street and Eighth Avenue intersection.

2011 EXISTING CONDITIONS

Existing pedestrian levels are based on field surveys conducted in June 2011 during the weekday hours of 7:00 to 9:30 AM, 12:00 to 2:00 PM, and 4:00 to 6:30 PM. Saturday pedestrian counts

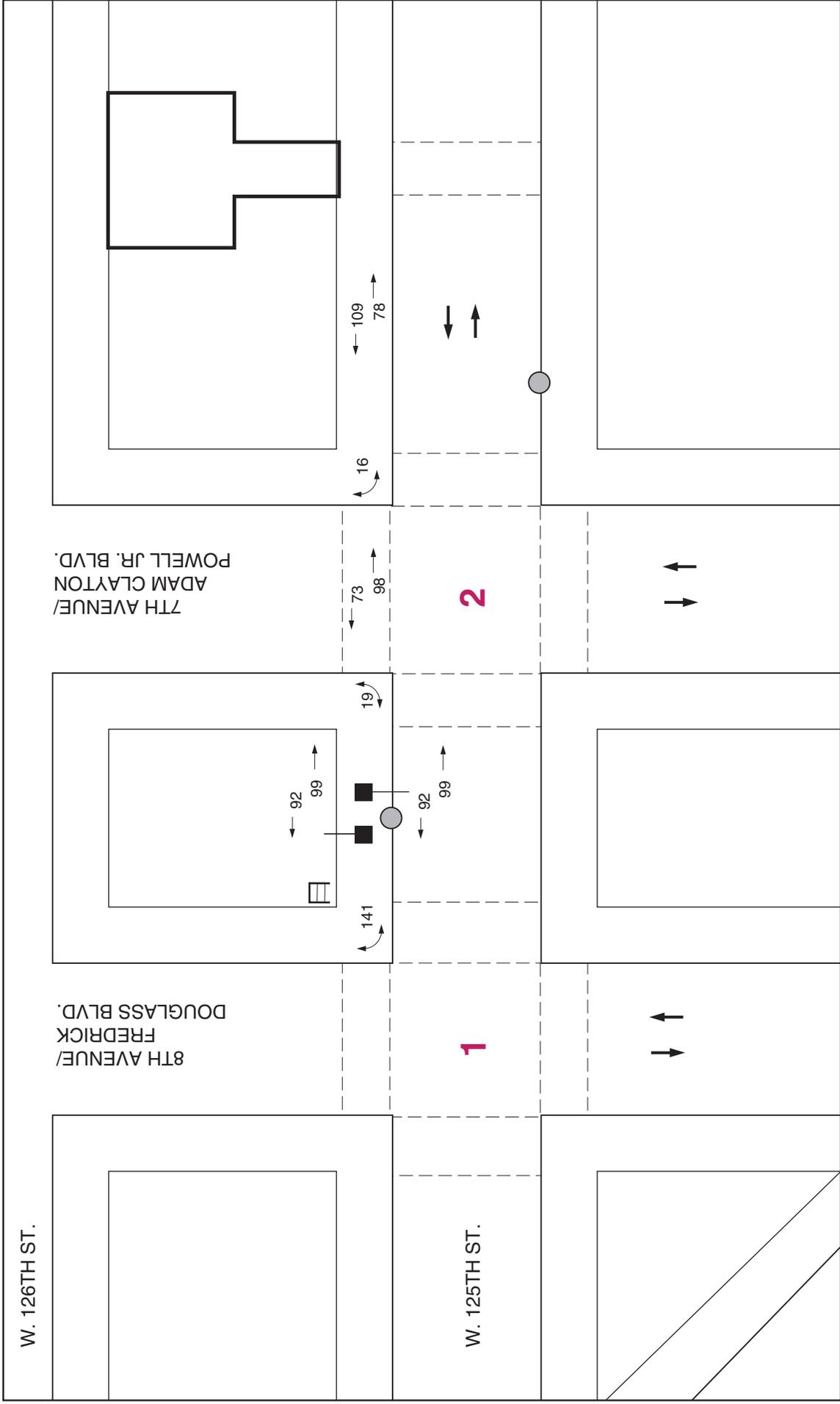
Victoria Theater

were also collected from 12:00 to 5:00 PM. The highest 15-minute volumes from the established peak hour within each of these peak periods were selected for analysis.

Figures 14-23 through 14-27 show the existing peak 15-minute volumes in the pedestrian study areas. As summarized in **Tables 14-12 to 14-14**, all sidewalk, crosswalk, and corner reservoir analysis locations operate at acceptable levels (within mid-LOS D, with a maximum of 3.42 PMF in sidewalk platoon flows and a minimum of 46.2 SFP for crosswalks and corners).

**Table 14-12
2011 Existing Conditions Sidewalk Analysis**

| Location | Sidewalk | Actual Clear Width (ft) | Effective Width (ft) | 15 Minute Two-Way Volume | Platoon Flow | |
|--|----------|-------------------------|----------------------|--------------------------|--------------|-----|
| | | | | | PMF | LOS |
| AM Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 191 | 1.27 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 191 | 1.77 | B |
| West 125th Street between Eighth Avenue and project entrance | North | 12.0 | 10.0 | 187 | 1.25 | B |
| Midday Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 320 | 2.13 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 320 | 2.96 | B |
| West 125th Street between Eighth Avenue and project entrance | North | 12.0 | 10.0 | 424 | 2.83 | B |
| PM Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 369 | 2.46 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 369 | 3.42 | C |
| West 125th Street between Eighth Avenue and project entrance | North | 12.0 | 10.0 | 382 | 2.55 | B |
| Saturday Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 277 | 1.85 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 277 | 2.25 | B |
| West 125th Street between Eighth Avenue and project entrance | North | 12.0 | 10.0 | 425 | 2.83 | B |



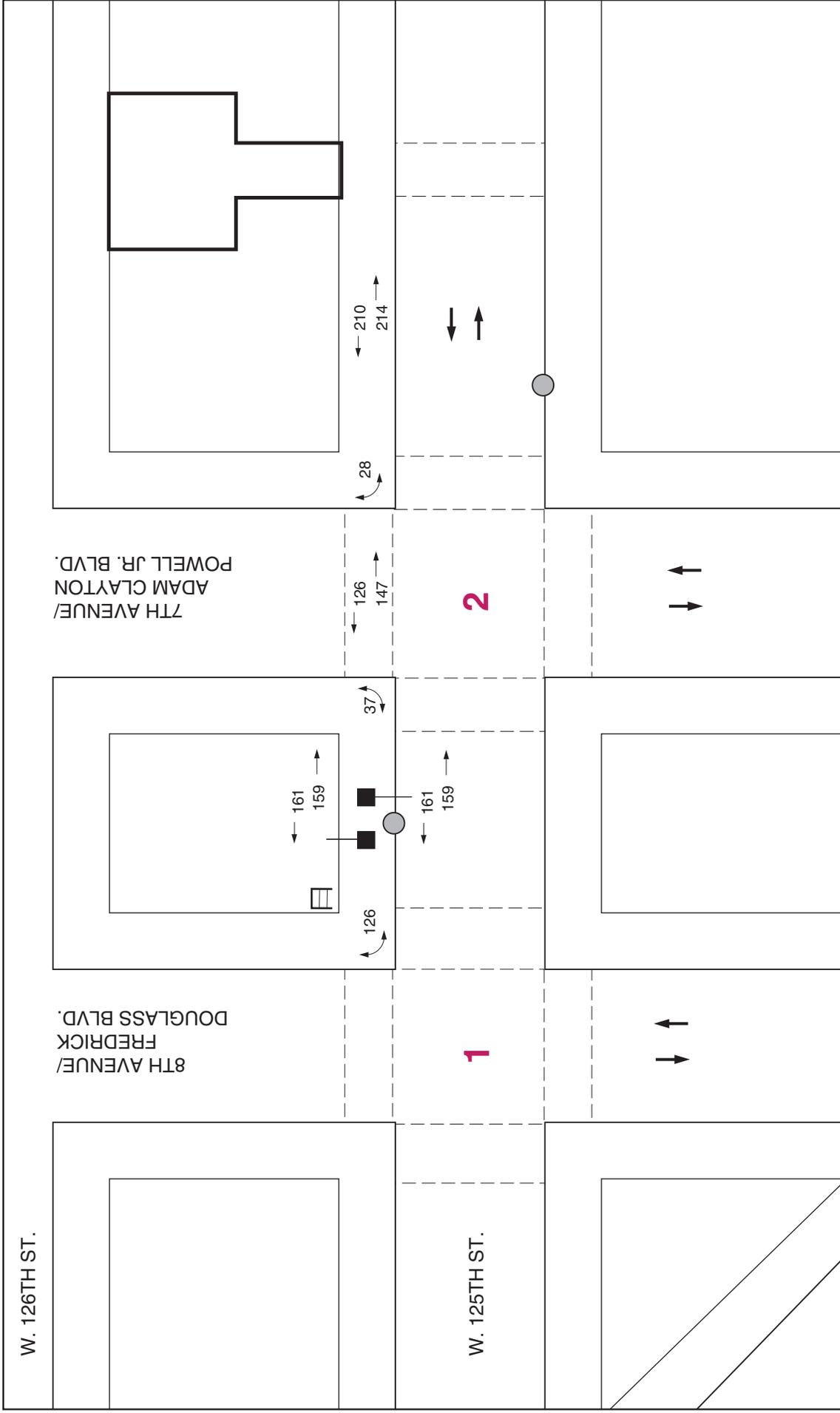
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

Existing Pedestrian Volumes
AM Peak 15 Minutes
Figure 14-23



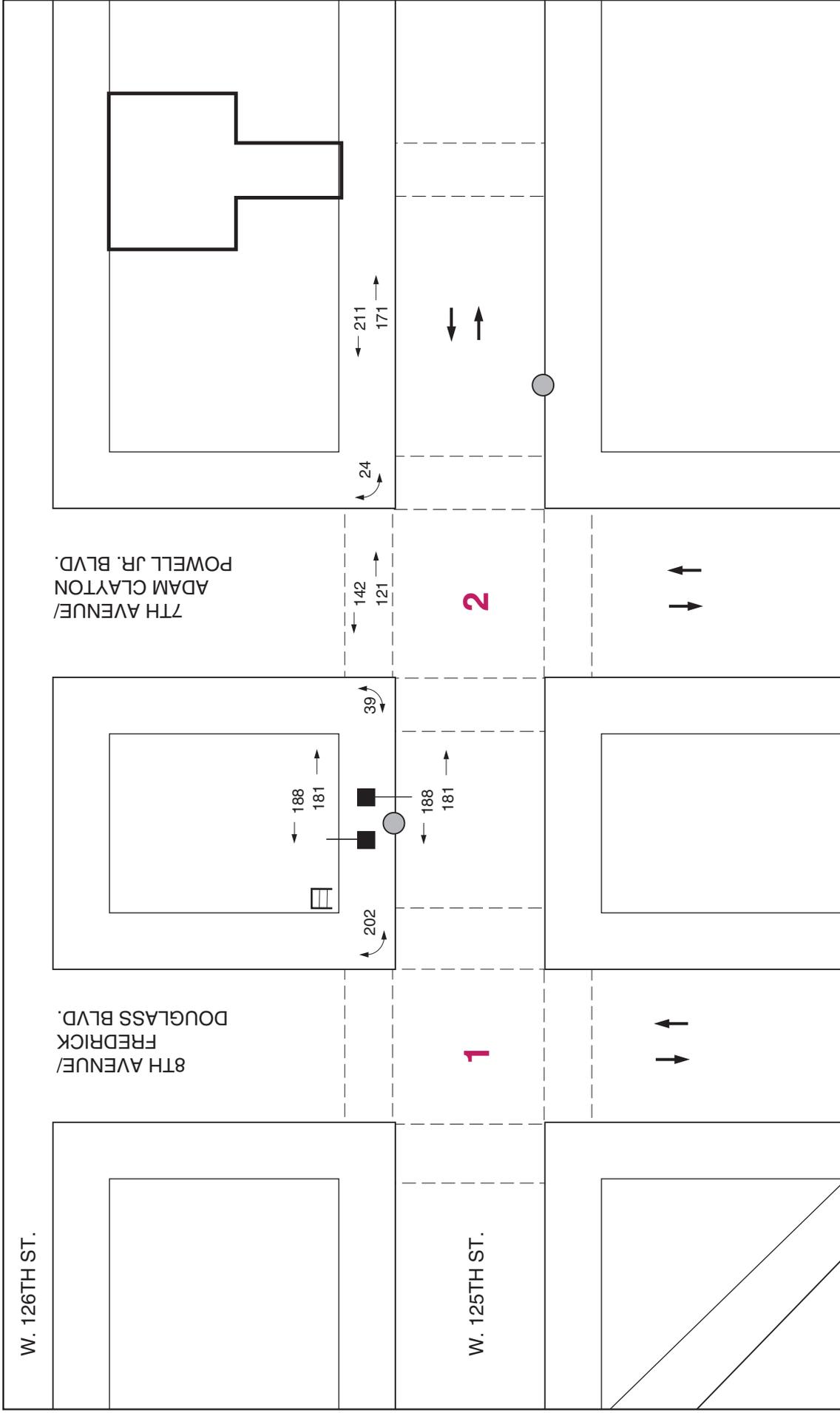
NOT TO SCALE

Project Site Boundary

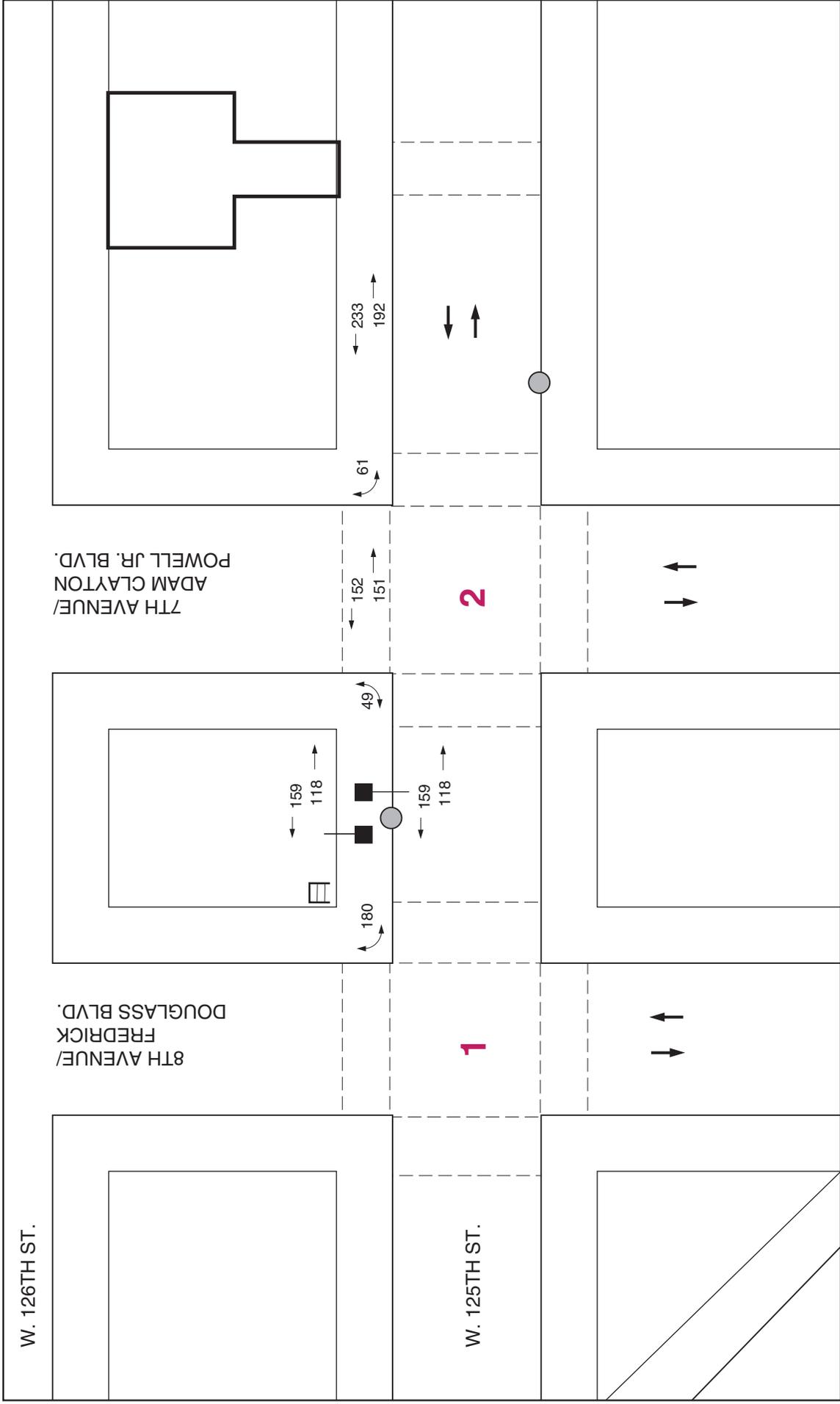
Bus Stop

Subway Station Stairway

Existing Pedestrian Volumes
Midday Peak 15 Minutes
Figure 14-24



Existing Pedestrian Volumes
 PM Peak 15 Minutes
 Figure 14-25



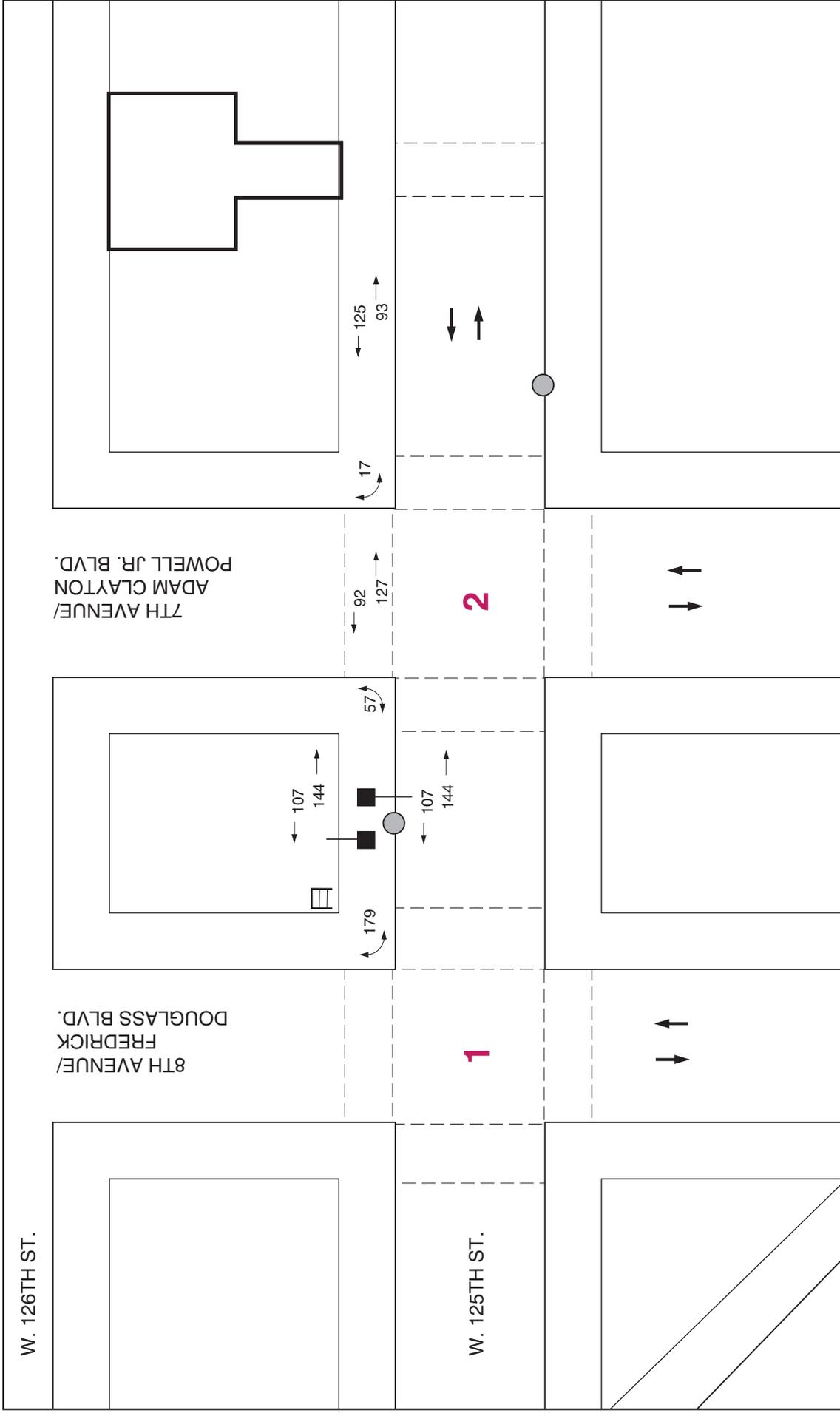
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

Existing Pedestrian Volumes
Saturday Peak 15 Minutes
Figure 14-26



2014 No Build Pedestrian Volumes
 AM Peak 15 Minutes
 Figure 14-27

Table 14-13
2011 Existing Conditions Corner Analysis

| Location | Corner | AM Peak Period | | Midday Peak Period | | PM Peak Period | | Saturday Peak Period | |
|---|-----------|----------------|-----|--------------------|-----|----------------|-----|----------------------|-----|
| | | SFP | LOS | SFP | LOS | SFP | LOS | SFP | LOS |
| West 125th Street and St. Nicholas Avenue | Northeast | 225.3 | A | 177.1 | A | 142.5 | A | 134.6 | A |
| West 125th Street and Eighth Avenue | Northeast | 294.1 | A | 166.0 | A | 154.0 | A | 133.7 | A |
| | Northwest | 221.0 | A | 118.2 | A | 114.8 | A | 97.0 | A |

Note: SFP = square feet per pedestrian

Table 14-14
2011 Existing Conditions Crosswalk Analysis

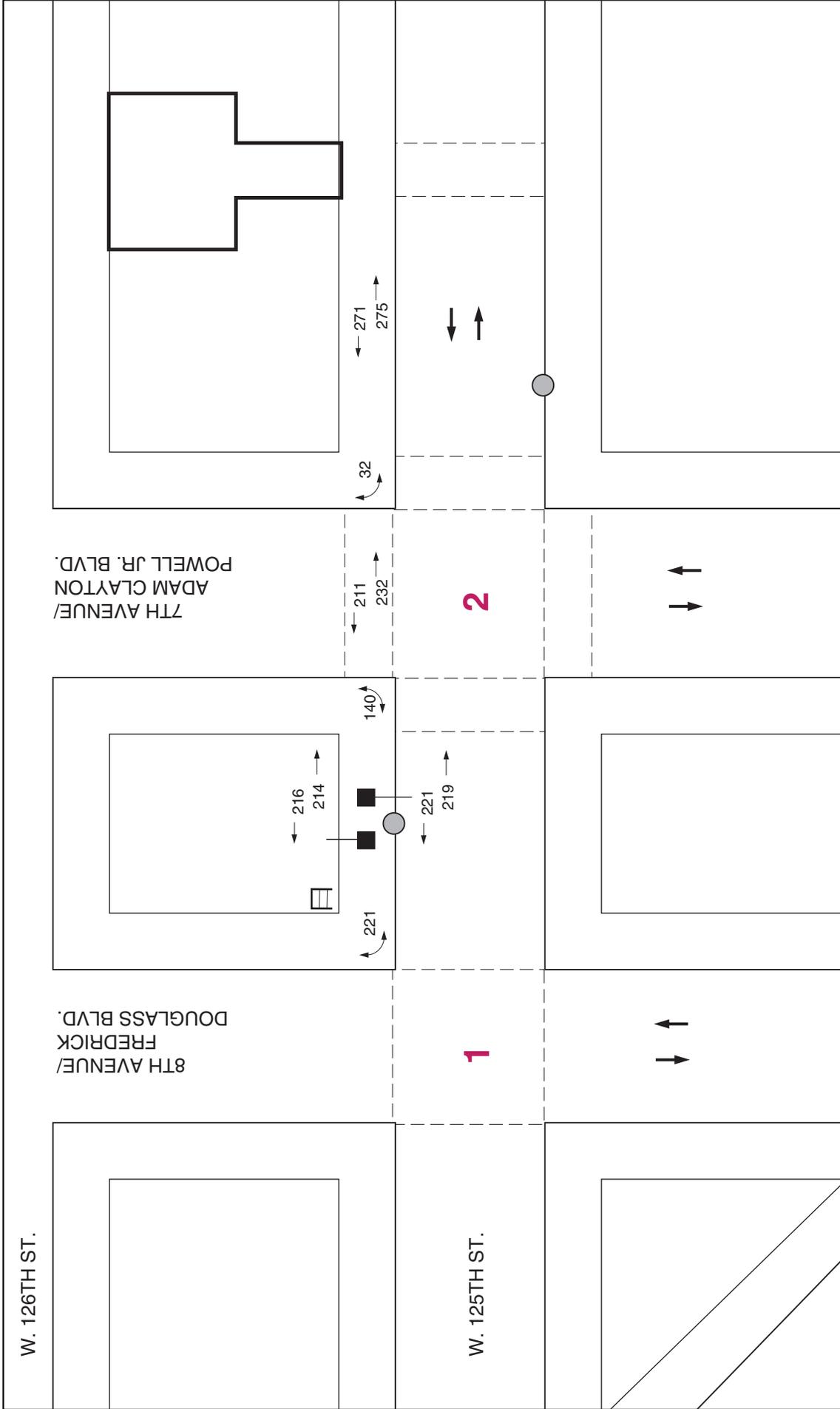
| Location | Crosswalk | Street Width (feet) | Crosswalk Width (feet) | Conditions with conflicting vehicles | | | | | | | |
|--|-----------|---------------------|------------------------|--------------------------------------|-----|--------|-----|------|-----|----------|-----|
| | | | | AM | | Midday | | PM | | Saturday | |
| | | | | SFP | LOS | SFP | LOS | SFP | LOS | SFP | LOS |
| West 125th Street and Eighth Avenue ¹ | North | 60.0 | 18.0 | 91.0 | A | 51.6 | B | 57.8 | B | 46.2 | B |

Note: SFP = square feet per pedestrian
1. High visibility crosswalk. A walking speed of 3.5 feet per second was applied to the analysis.

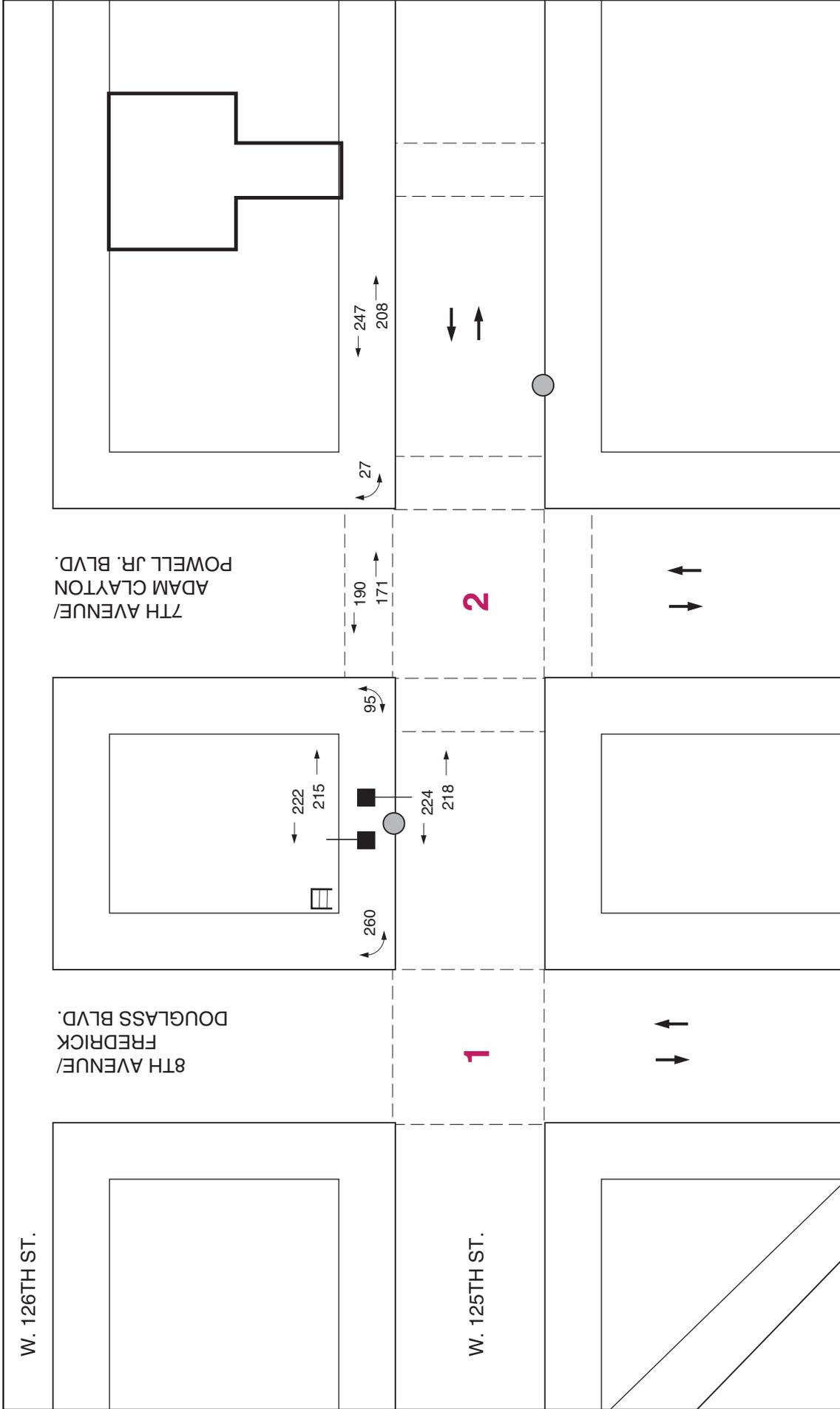
2014 NO BUILD CONDITION

No Build pedestrian volumes were estimated by increasing existing (2011) pedestrian levels to reflect expected growth in overall travel through and within the study area. As per CEQR guidelines, an annual background growth rate of 0.25 percent was assumed. Pedestrian volumes from anticipated projects in the study area were also added to arrive at the 2014 No Build pedestrian volumes. The total No Build peak 15-minute pedestrian volumes for the weekday AM, midday, PM, and Saturday peak periods are presented in **Figures 14-27 to 14-30**.

As summarized in **Tables 14-15 to 14-17**, all sidewalk, crosswalk, and corner reservoir analysis locations would continue to operate at acceptable levels according to CEQR thresholds during the corresponding peak 15-minute periods.



2014 No Build Pedestrian Volumes
Midday Peak 15 Minutes
Figure 14-28



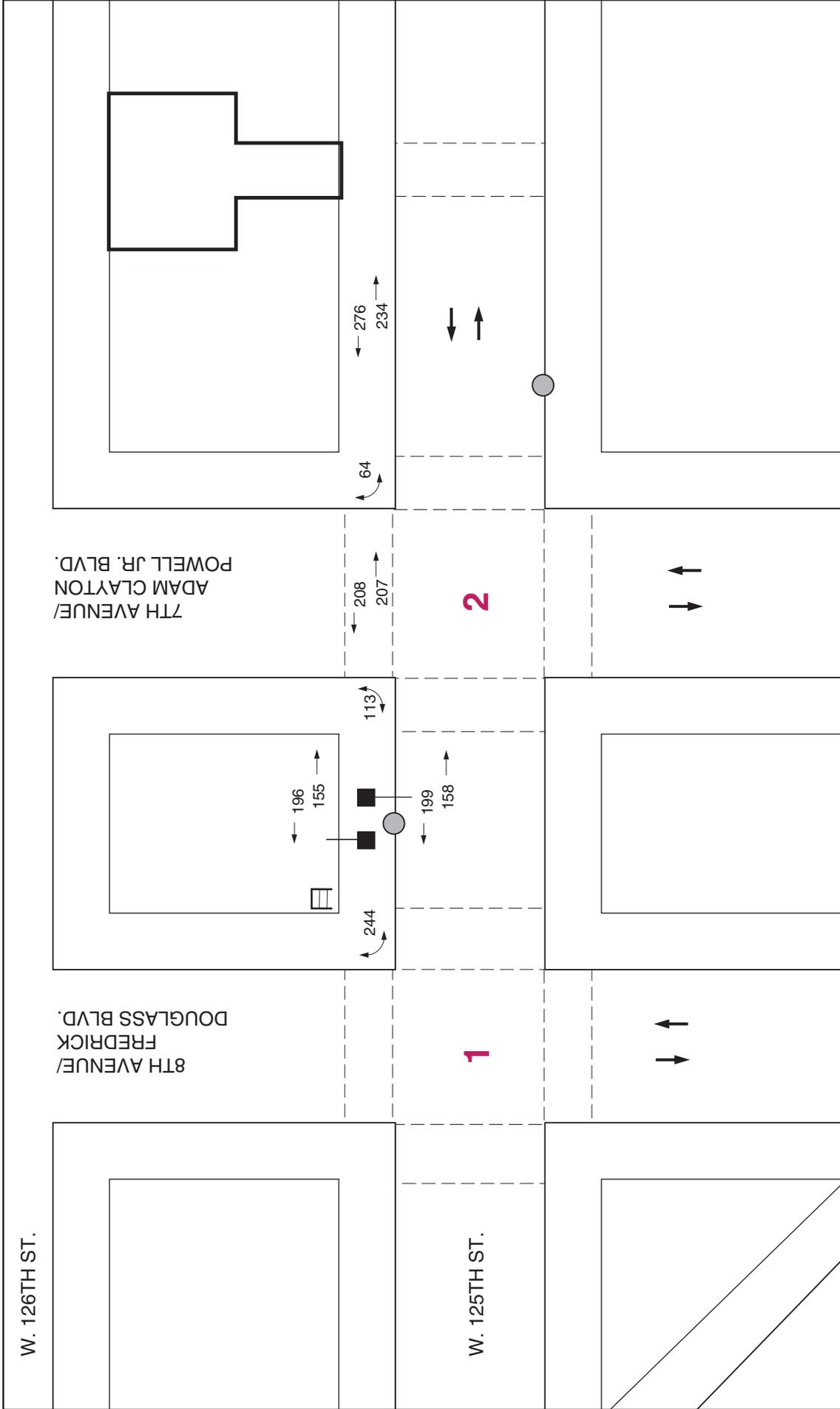
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

2014 No Build Pedestrian Volumes
PM Peak 15 Minutes
Figure 14-29



NOT TO SCALE

2014 No Build Pedestrian Volumes
Saturday Peak 15 Minutes
Figure 14-30

Table 14-15
2014 No Build Condition Sidewalk Analysis

| Location | Sidewalk | Actual Clear Width (ft) | Effective Width (ft) | 15 Minute Two-Way Volume | Platoon Flow | |
|--|----------|-------------------------|----------------------|--------------------------|--------------|-----|
| | | | | | PMF | LOS |
| AM Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 251 | 1.67 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 251 | 2.32 | B |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 219 | 1.46 | B |
| Midday Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 430 | 2.87 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 440 | 4.07 | C |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 546 | 3.64 | C |
| PM Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 437 | 2.91 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 442 | 4.09 | C |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 455 | 3.03 | C |
| Saturday Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 351 | 2.34 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 357 | 3.31 | C |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 510 | 3.40 | C |

Table 14-16
2014 No Build Condition Corner Analysis

| Location | Corner | AM Peak Period | | Midday Peak Period | | PM Peak Period | | Saturday Peak Period | |
|---|-----------|----------------|-----|--------------------|-----|----------------|-----|----------------------|-----|
| | | SFP | LOS | SFP | LOS | SFP | LOS | SFP | LOS |
| West 125th Street and St. Nicholas Avenue | Northeast | 191.9 | A | 140.1 | A | 125.6 | A | 118.2 | A |
| West 125th Street and Eighth Avenue | Northeast | 229.3 | A | 104.8 | A | 117.4 | A | 101.9 | A |
| | Northwest | 145.6 | A | 61.1 | A | 77.1 | A | 64.9 | A |

Note: SFP = square feet per pedestrian

Table 14-17
2014 No Build Condition Crosswalk Analysis

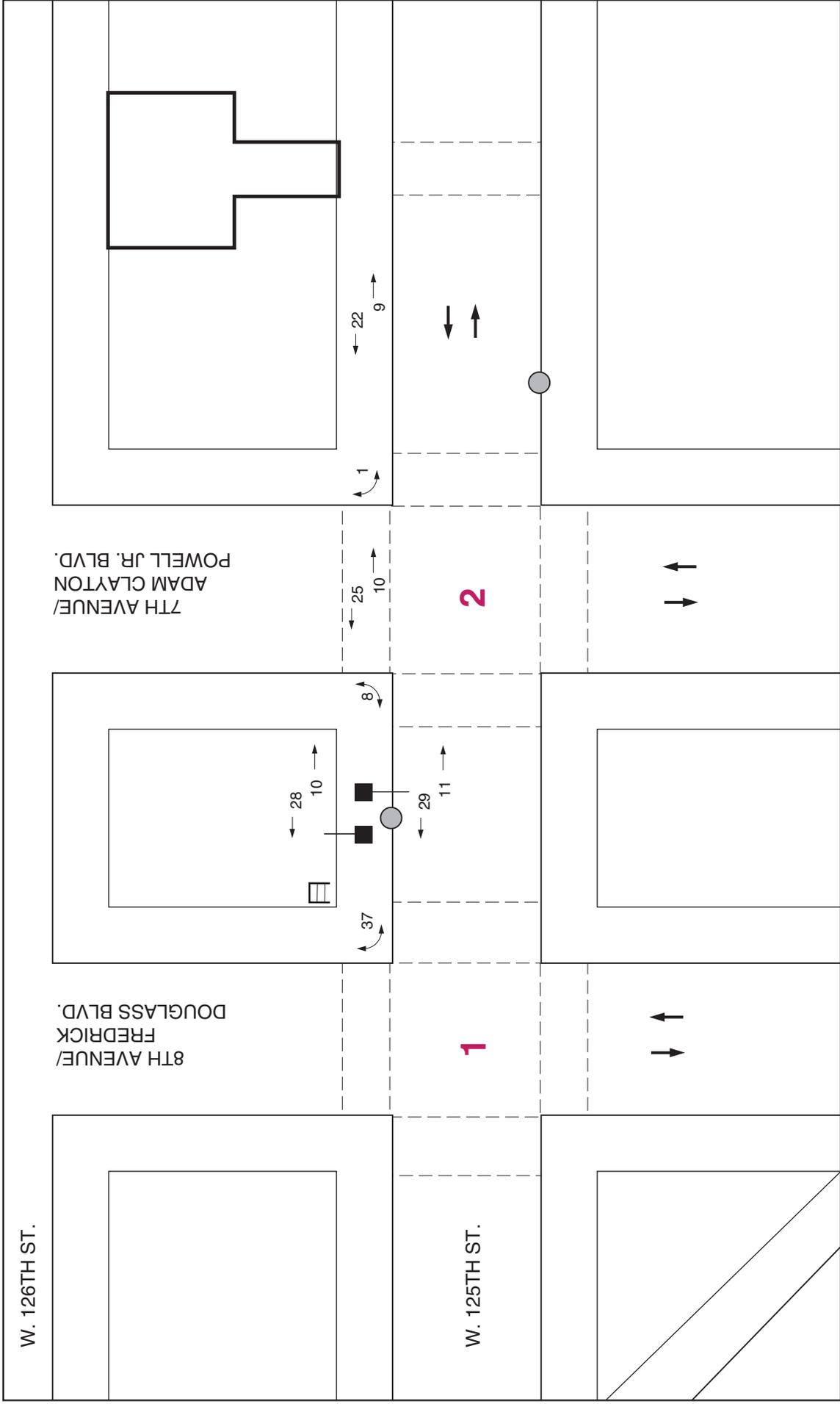
| Location | Crosswalk | Street Width (feet) | Crosswalk Width (feet) | Conditions with conflicting vehicles | | | | | | | |
|-------------------------------------|-----------|---------------------|------------------------|--------------------------------------|-----|--------|-----|------|-----|----------|-----|
| | | | | AM | | Midday | | PM | | Saturday | |
| | | | | SFP | LOS | SFP | LOS | SFP | LOS | SFP | LOS |
| West 125th Street and Eighth Avenue | North | 60.0 | 18.0 | 70.0 | A | 30.3 | C | 40.9 | B | 31.8 | C |

Note: SFP = square feet per pedestrian

2014 BUILD CONDITION

The project-generated pedestrian volumes were distributed throughout the pedestrian networks based on land uses in the area, available transit routes and services, and pedestrian pathways available to/from the project site. Based on the peak hour project-generated pedestrian trips presented in Section C, “CEQR Screening Analysis” and shown on **Figures 14-5 to 14-8**, peak 15-minute incremental pedestrian volumes were developed, as shown on **Figures 14-31 to 14-34**. These volumes were added to the projected 2014 No Build volumes to generate the 2014 Build pedestrian volumes for analysis. The total 2014 Build peak 15-minute pedestrian volumes are presented on **Figures 14-35 to 14-38**.

The analysis conducted for the Build condition accounted for the distribution of project-generated trips overlaid onto the No Build pedestrian networks’ sidewalks, corner reservoirs, and crosswalks. As presented in **Tables 14-18 to 14-20**, all sidewalks, corners, and crosswalks would continue to operate at acceptable levels according to CEQR thresholds during the corresponding peak 15-minute periods.



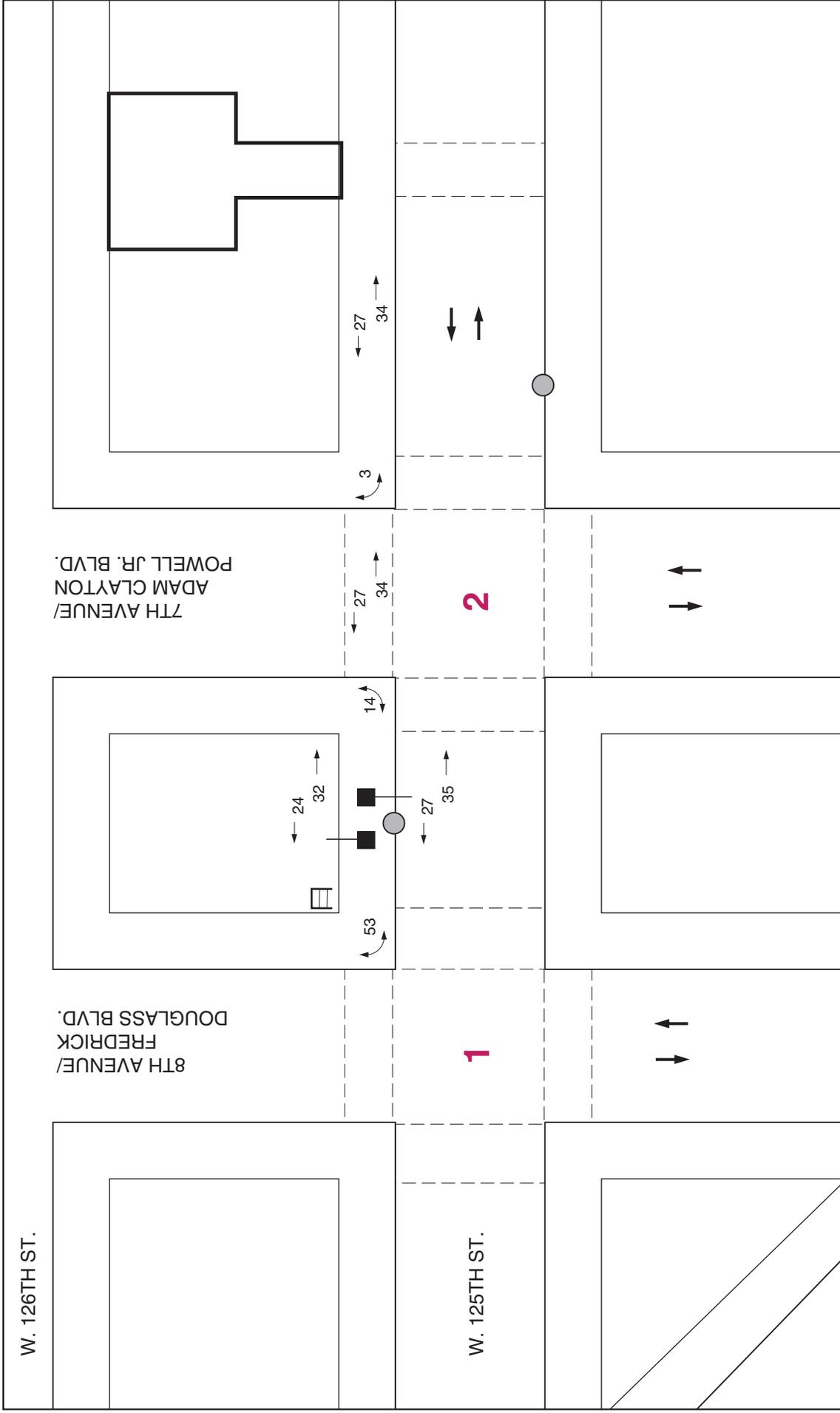
NOT TO SCALE

Project Site Boundary

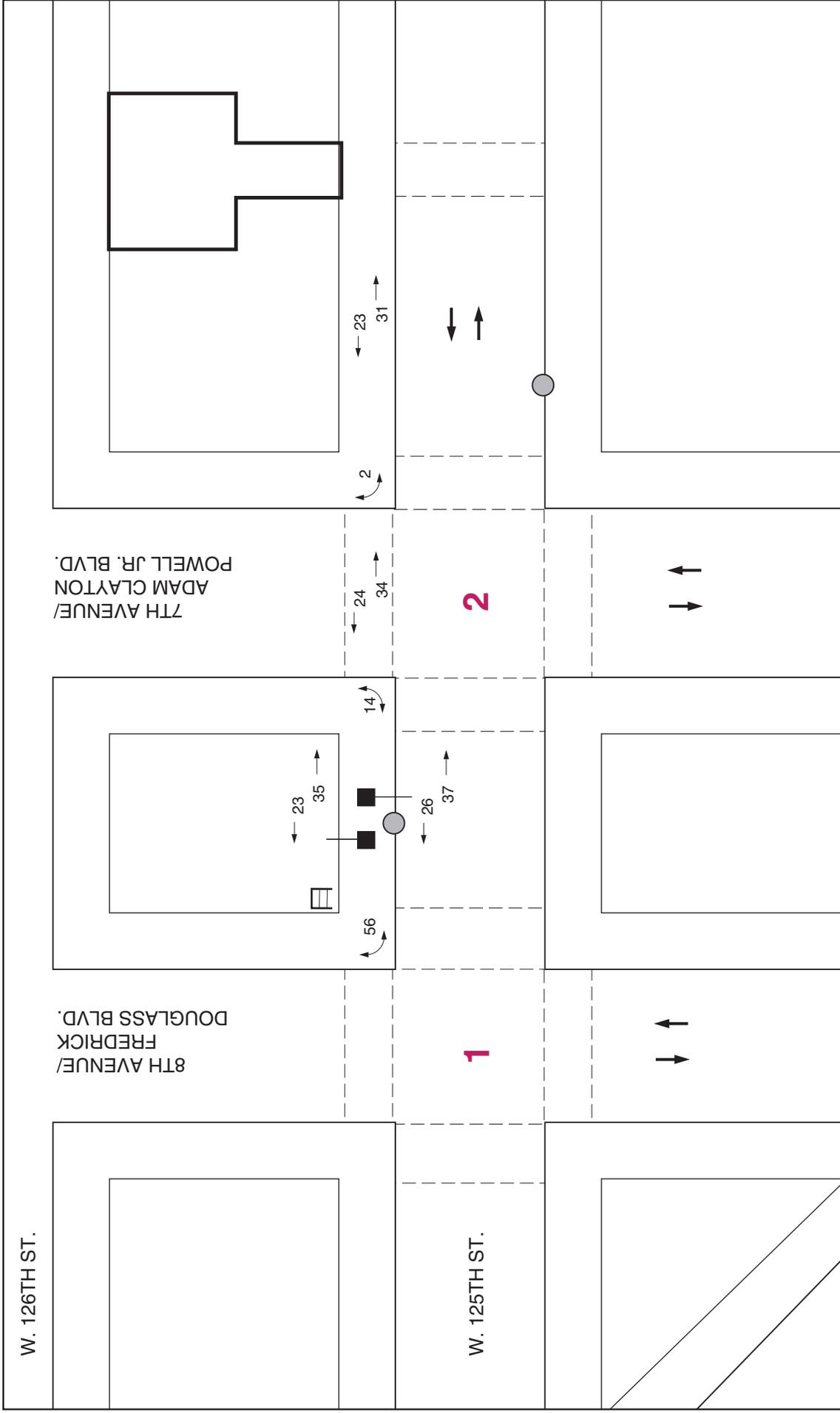
Bus Stop

Subway Station Stairway

2014 Project Generated Pedestrian Volumes
AM Peak 15 Minutes
Figure 14-31



2014 Project Generated Pedestrian Volumes
 Midday Peak 15 Minutes
 Figure 14-32



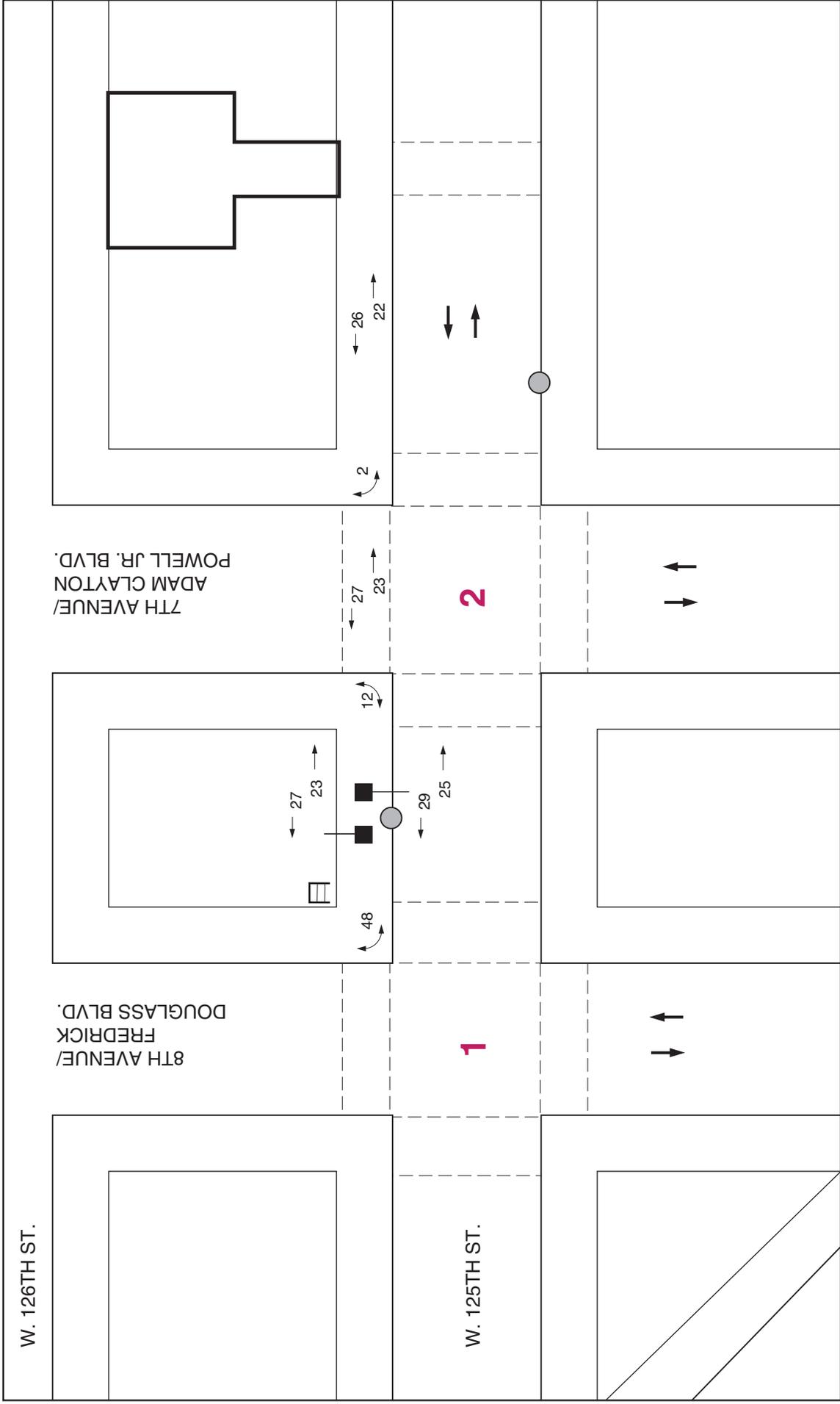
Project Site Boundary

Bus Stop

Subway Station Stairway



2014 Project Generated Pedestrian Volumes
PM Peak 15 Minutes
Figure 14-33



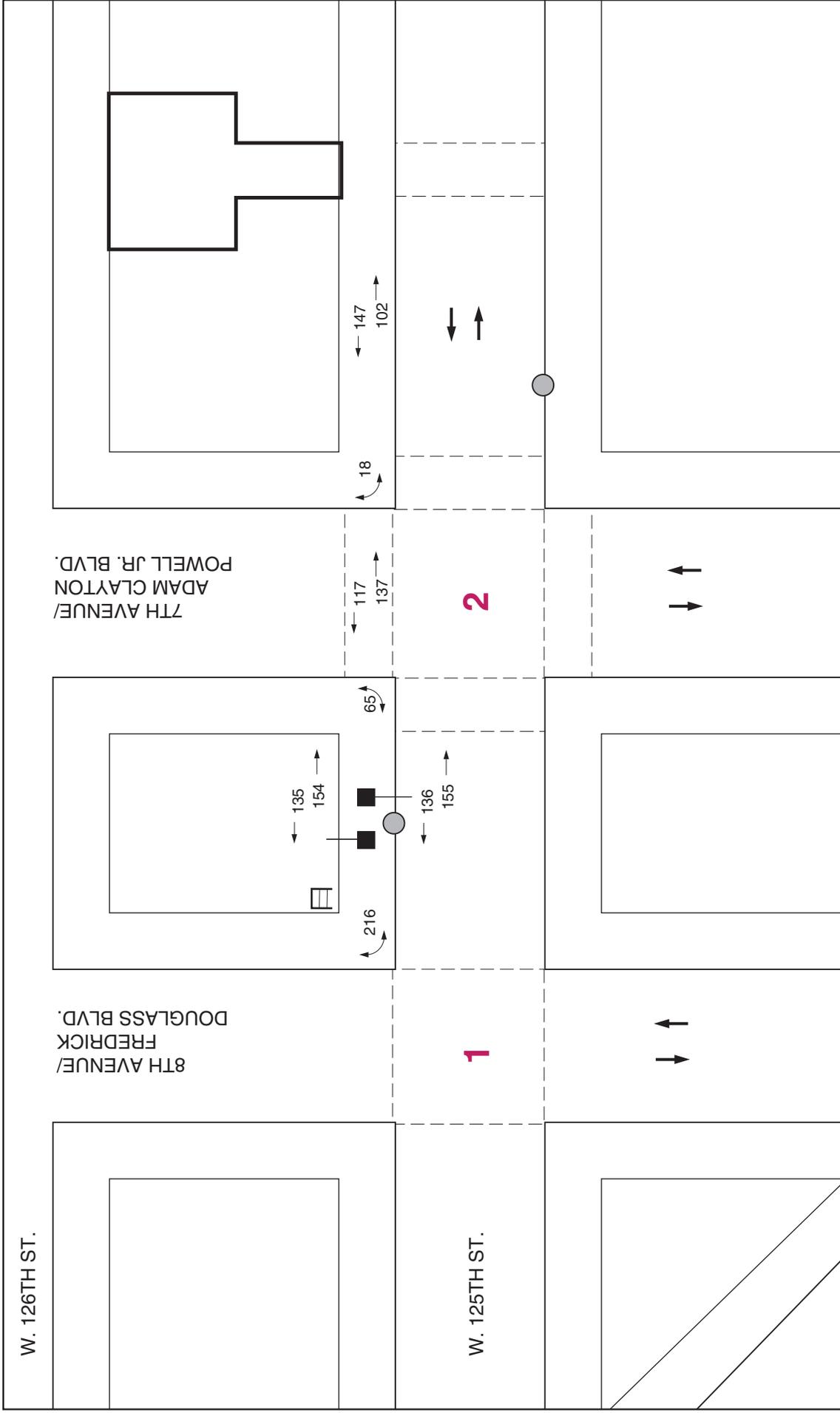
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Project Site Boundary

Bus Stop

Subway Station Stairway

2014 Project Generated Pedestrian Volumes
Saturday Peak 15 Minutes
Figure 14-34



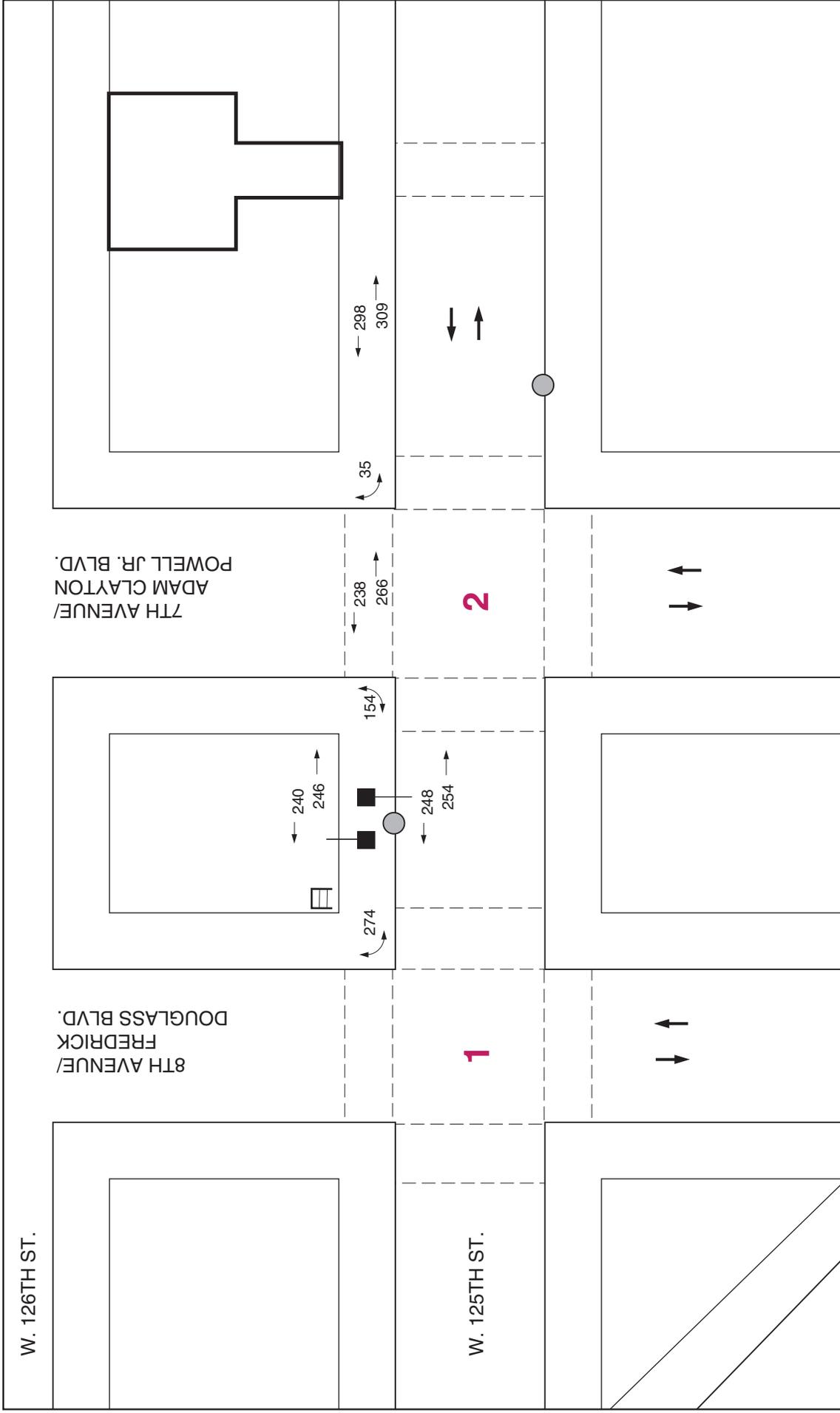
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

2014 Build Pedestrian Volumes
AM Peak 15 Minutes
Figure 14-35



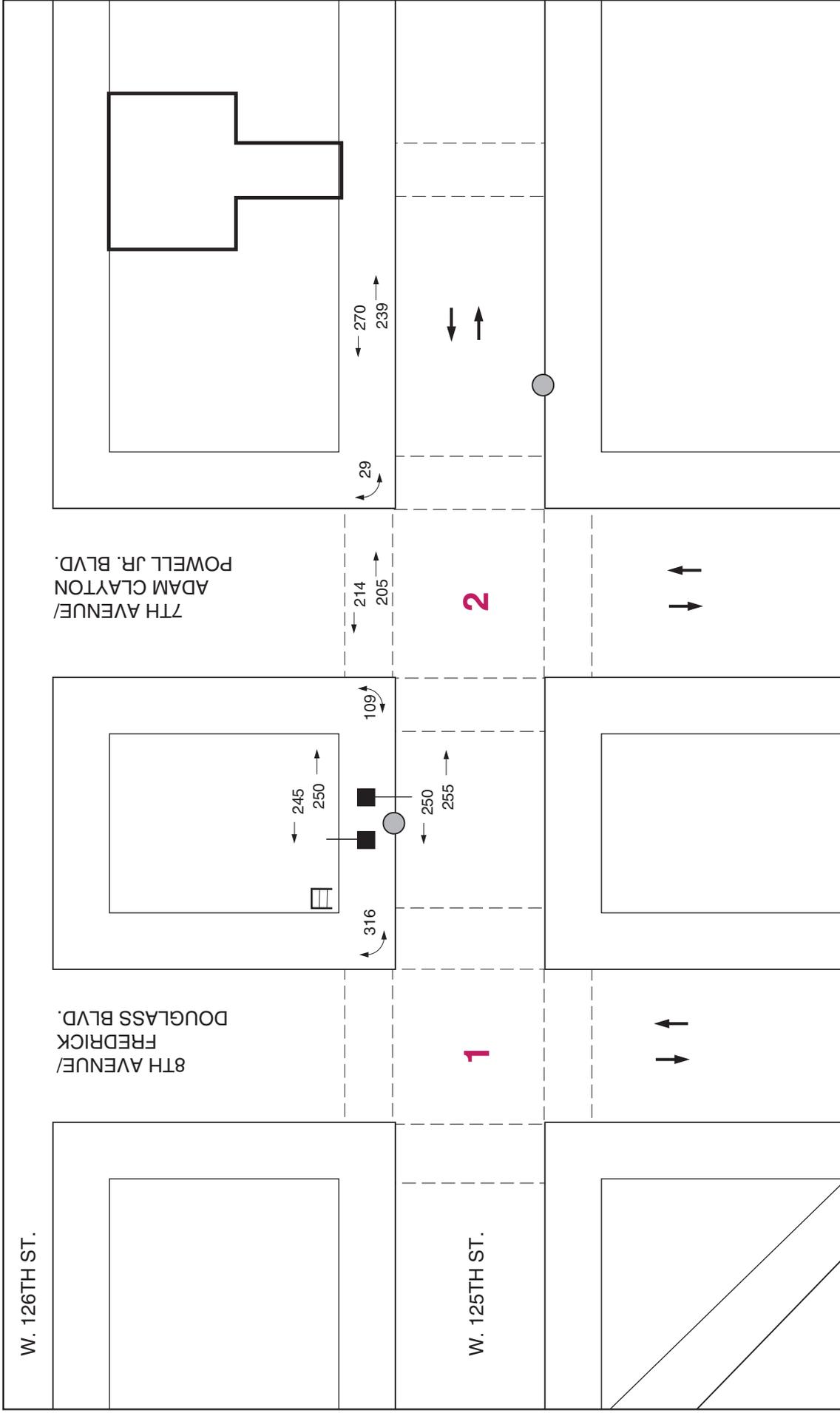
NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

2014 Build Pedestrian Volumes
Midday Peak 15 Minutes
Figure 14-36

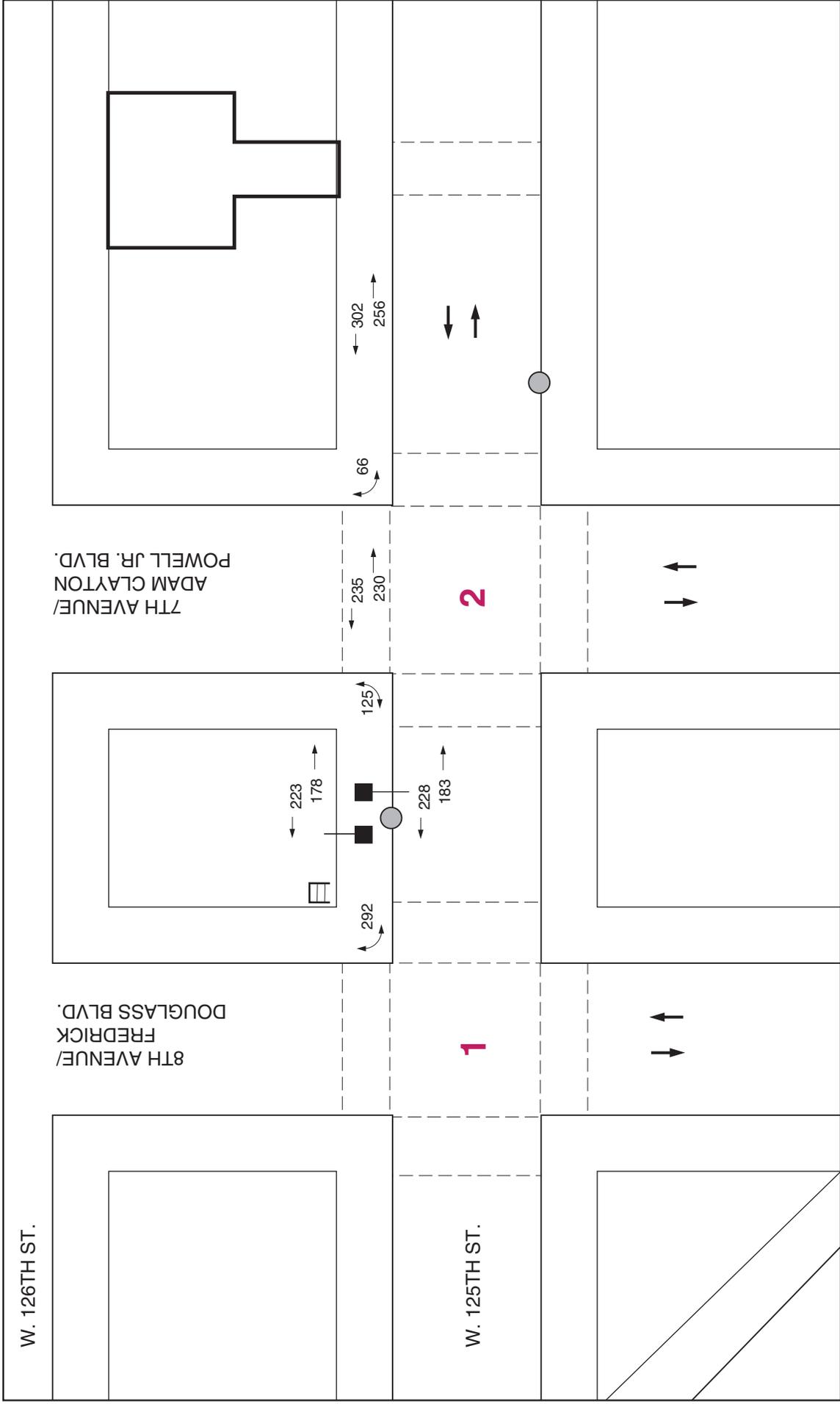


Project Site Boundary

Bus Stop

Subway Station Stairway

2014 Build Pedestrian Volumes
PM Peak 15 Minutes
Figure 14-37



NOT TO SCALE

Project Site Boundary

Bus Stop

Subway Station Stairway

2014 Build Pedestrian Volumes
Saturday Peak 15 Minutes
Figure 14-38

Table 14-18
2014 Build Condition Sidewalk Analysis

| Location | Sidewalk | Actual Clear Width (ft) | Effective Width (ft) | 15 Minute Two-Way Volume | Platoon Flow | |
|--|----------|-------------------------|----------------------|--------------------------|--------------|-----|
| | | | | | PMF | LOS |
| AM Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 289 | 1.93 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 291 | 2.69 | B |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 249 | 1.66 | B |
| Midday Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 486 | 3.24 | C |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 502 | 4.65 | C |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 607 | 4.05 | C |
| PM Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 495 | 3.30 | C |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 505 | 4.68 | C |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 509 | 3.39 | C |
| Saturday Peak Period | | | | | | |
| West 125th Street between St. Nicholas Avenue and Bus Stop | North | 12.0 | 10.0 | 401 | 2.67 | B |
| West 125th Street between Bus Stop and Eighth Avenue | North | 10.2 | 7.2 | 411 | 3.81 | C |
| West 125th Street between Eighth Avenue and the project entrance | North | 12.0 | 10.0 | 558 | 3.72 | C |

Table 14-19
2014 Build Condition Corner Analysis

| Location | Corner | AM Peak Period | | Midday Peak Period | | PM Peak Period | | Saturday Peak Period | |
|---|-----------|----------------|-----|--------------------|-----|----------------|-----|----------------------|-----|
| | | SFP | LOS | SFP | LOS | SFP | LOS | SFP | LOS |
| West 125th Street and St. Nicholas Avenue | Northeast | 175.8 | A | 127.1 | A | 114.7 | A | 108.4 | A |
| West 125th Street and Eighth Avenue | Northeast | 202.7 | A | 93.6 | A | 104.9 | A | 93.0 | A |
| | Northwest | 129.4 | A | 54.6 | B | 68.3 | A | 59.1 | B |

Note: SFP = square feet per pedestrian

Table 14-20
2014 Build Condition Crosswalk Analysis

| Location | Crosswalk | Street Width (feet) | Crosswalk Width (feet) | Conditions with conflicting vehicles | | | | | | | |
|-------------------------------------|-----------|---------------------|------------------------|--------------------------------------|-----|--------|-----|------|-----|----------|-----|
| | | | | AM | | Midday | | PM | | Saturday | |
| | | | | SFP | LOS | SFP | LOS | SFP | LOS | SFP | LOS |
| West 125th Street and Eighth Avenue | North | 60.0 | 18.0 | 60.1 | A | 26.3 | C | 34.7 | C | 28.1 | C |

Note: SFP = square feet per pedestrian

H. VEHICULAR AND PEDESTRIAN SAFETY

Accident data for the study area intersections were obtained from The New York State Department of Transportation (NYSDOT) for the time period between March 31, 2008 and March 31, 2011. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each location. According to the *CEQR Technical Manual*, a high pedestrian accident location is one where there were five or more pedestrian/bicyclist-related accidents or 48 or more reportable and non-reportable accidents in any consecutive 12 months of the most recent three-year period for which data are available.

During this period, a total of 200 reportable and non-reportable accidents, zero fatalities, 235 injuries, and 80 pedestrian/bicyclist-related accidents occurred at study area intersections. A rolling total of accident data identifies three study area intersections as high pedestrian accident locations in the 2008 to 2011 period. These intersections are St. Nicholas Avenue and West 125th Street, Adam Clayton Powell Boulevard and West 125th Street and Lenox Avenue/Malcolm X Boulevard and West 125th Street. **Table 14-21** depicts total accident characteristics by intersection during the study period, as well as a breakdown of pedestrian and bicycle accidents by year and location.

Table 14-22 shows a detailed description of each pedestrian/bicyclist-related accident at the three intersections listed above during the three year period.

Table 14-21
Accident Summary

| Intersection | | Study Period | | | | | | Accidents by Year | | | | | | | |
|----------------------------|--------------------------|-----------------------|------|------|------|------------------|----------------|-------------------|------|------|------|---------|------|------|------|
| North-South Roadway | East-West Roadway | All Accidents by Year | | | | Total Fatalities | Total Injuries | Pedestrian | | | | Bicycle | | | |
| | | 2008 | 2009 | 2010 | 2011 | | | 2008 | 2009 | 2010 | 2011 | 2008 | 2009 | 2010 | 2011 |
| Eighth Avenue | West 126th Street | 1 | 3 | 3 | 5 | 0 | 14 | 1 | 1 | 1 | 1 | | | | 1 |
| Seventh Avenue | West 126th Street | 2 | 3 | 5 | 0 | 0 | 9 | | | 1 | | | | 1 | |
| Lenox Avenue | West 126th Street | 4 | 2 | 4 | 0 | 0 | 7 | | 2 | 1 | | | | 1 | |
| St. Nicholas Avenue | West 125th Street | 3 | 14 | 10 | 2 | 0 | 37 | | 6 | 2 | | | | 2 | 1 |
| Eighth Avenue | West 125th Street | 7 | 10 | 7 | 3 | 0 | 31 | 1 | 2 | 2 | 2 | | 1 | | |
| Seventh Avenue | West 125th Street | 11 | 16 | 14 | 1 | 0 | 72 | 3 | 5 | 7 | | | 1 | | |
| Lenox Avenue | West 125th Street | 13 | 17 | 14 | 1 | 0 | 35 | 7 | 5 | 3 | 1 | 1 | 2 | 2 | |
| Eighth Avenue | West 124th Street | 3 | 5 | 2 | 0 | 0 | 13 | 1 | 2 | | | | | | |
| Seventh Avenue | West 124th Street | 3 | 5 | 0 | 0 | 0 | 9 | 2 | 2 | | | 1 | | | |
| Lenox Avenue | West 124th Street | 3 | 2 | 5 | 0 | 0 | 8 | 2 | | 3 | | | | | |

Note: Bold Intersections are high pedestrian accident locations.
Source: NYSDOT March 31, 2008 and March 21, 2011 accident data.

Table 14-22
Vehicle and Pedestrian Accident Details

| Intersection | Year | Date | Time | Accident Class | | Action of Vehicle | Action of Pedestrian | Cause of Accident | | | |
|---------------------------------------|----------|-------|-----------|----------------|-----------------------|-----------------------------------|-----------------------------------|----------------------|----------------------------|---------------------|-------------------------------------|
| | | | | Injured | Killed | | | Left/Right Turns | Pedestrian Error/Confusion | Driver Inattention | Other |
| St. Nicholas Avenue @ W. 125th Street | 2009 | 3/28 | 15:00 PM | X | | Going straight – South | Crossing | | | | Other (Vehicle) |
| | | 4/3 | 15:30 PM | X | | Making left turn – Southwest | Crossing with signal | X | X | | |
| | | 8/19 | 23:38 PM | X | | Making right turn – West | Crossing with signal | X | | X | |
| | | 10/22 | 12:30 PM | X | | Going straight – Northeast | Crossing | | | | Unknown |
| | | 12/11 | 15:54 PM | X | | Changing lanes – West | Crossing with signal | | | X | |
| | | 12/19 | 8:47 AM | X | | Making U turn – North | Crossing with signal | X | | X | |
| | 2010 | 4/18 | 20:40 PM | X | | Going straight – North | Going straight – North | | | | Unknown |
| | | 7/13 | 15:45 PM | X | | Going straight – West | Crossing against signal | | X | | |
| | | 10/5 | 00:001 AM | X | | Entering parked position – West | Emerge from behind parked vehicle | | | | Unknown |
| | | 10/14 | 20:53 PM | X | | Making left turn – West | Crossing with signal | X | | X | |
| | 2011 | 3/25 | 21:20 PM | X | | Making left turn – East | Crossing against signal | X | X | X | |
| Seventh Avenue @ W. 125th Street | 2008 | 8/18 | 12:35 PM | X | | Going straight – South | Crossing against signal | | X | | |
| | | 8/28 | 18:25 PM | X | | Going straight – North | Crossing against signal | | X | | |
| | | 9/15 | 8:00 AM | X | | Going straight – East | Unknown | | X | | Traffic control devices disregarded |
| | 2009 | 1/5 | 10:05 AM | X | | Going straight – West | Unknown | | | | Unknown |
| | | 4/22 | 12:29 PM | X | | Avoiding object in roadway – West | Going straight – East | | | | Unknown |
| | | 7/16 | 14:26 PM | X | | Going straight – South | Other actions in roadway | | | | Unknown |
| | | 8/22 | 15:33 PM | X | | Going straight – West | Along highway with traffic | | | | Unknown |
| | | 10/2 | 13:00 PM | X | | Going straight – East | Crossing with signal | | | | Unknown |
| | | 10/15 | 20:00 PM | X | | Making right turn – North | Crossing against signal | X | | | |
| | | 2010 | 2/3 | 18:05 PM | X | | Making right turn – East | Crossing with signal | X | | |
| | 4/11 | | 13:55 PM | X | | Going straight ahead – North | Crossing against signal | | | X | |
| | 4/8 | | 20:00 PM | x | | Making left turn – North | Crossing with signal | X | | | |
| | 6/14 | | 10:30 AM | X | | Going straight – South | Unknown | | | | Unknown |
| | 9/29 | | 11:52 AM | X | | Stopped in traffic – West | Other actions in roadway | | | | Unknown |
| 12/18 | 18:45 PM | | X | | Going straight – East | Emerge from behind parked vehicle | | X | | | |
| 11/2 | 13:40 PM | | X | | Going straight – East | Crossing against signal | | X | | Alcohol involvement | |

Table 14-22 (cont'd)
Vehicle and Pedestrian Accident Details

| Intersection | Year | Date | Time | Accident Class | | Action of Vehicle | Action of Pedestrian | Cause of Accident | | | |
|--------------------------------|------|----------|----------|----------------|------------------------|--------------------------------------|-------------------------------|-------------------|----------------------------|-------------------------------------|--------------------------------------|
| | | | | Injured | Killed | | | Left/Right Turns | Pedestrian Error/Confusion | Driver Inattention | Other |
| Lenox Avenue @ W. 125th Street | 2008 | 4/10 | 10:05 AM | X | | Making right turn – West | Other actions in roadway | X | X | | |
| | | 4/17 | 15:15 PM | X | | Going straight – North | Crossing | | | | Unknown |
| | | 4/30 | 16:45 Pm | X | | Going straight – West | Crossing with signal | | | X | Aggressive driving/Road rage |
| | | 4/25 | 13:30 PM | X | | Going straight – North | Crossing with signal | | | | Unknown |
| | | 5/16 | 21:35 PM | X | | Unknown | Unknown | | | | Unknown |
| | | 8/8 | 20:05 PM | X | | Making right turn – East | Crossing with signal | X | | | |
| | | 8/22 | 15:20 PM | X | | Going straight – East | Along highway against traffic | X | | | |
| | | 8/30 | 21:48 PM | X | | Going straight – West | Crossing against signal | | | | Failure to yield R.O.W. (bicycle) |
| | 2009 | 4/8 | 8:58 AM | X | | Starting in traffic – North | Unknown | | | | Unknown |
| | | 2/27 | 14:00 PM | X | | Going straight – East | Crossing with signal | | | | View obstructed/limited |
| | | 5/25 | 14:40 PM | X | | Making right turn – West | Crossing against signal | X | X | | |
| | | 5/22 | 8:30 AM | X | | Going straight – West | Working in roadway | | | | Reaction to other uninvolved vehicle |
| | | 6/10 | 18:25 PM | X | | Entering parked position – North | Going straight – North | | | | Unknown |
| | | 7/12 | 21:10 PM | X | | Going straight – North | Going straight – West | | X | | Failure to yield R.O.W. (bicycle) |
| | | 8/5 | 19:00 PM | X | | Making right turn – East | Crossing with signal | X | | | |
| | 2010 | 1/23 | 4:34 AM | X | | Starting from parking – North | Crossing | | | | Outside car distraction |
| | | 2/19 | 10:51 AM | X | | Making right turn – South | Going straight – East | X | | | |
| | | 7/8 | 18:45 PM | X | | Entering parked position – Northeast | Other actions in roadway | | | | Unknown |
| | | 4/19 | 11:30 AM | X | | Going straight – West | Going straight – West | | | | Unknown |
| | | 6/7 | 7:50 AM | X | | Going straight – West | Crossing against signal | | X | | |
| 2011 | 1/1 | 16:50 PM | X | | Going straight – South | Crossing against signal | | X | | Traffic control devices disregarded | |

Source: NYSDOT March 31, 2008 and March 31, 2011 accident data.

ST. NICHOLAS AVENUE AND WEST 125TH STREET

Based on a review of the accident history at the intersection of St. Nicholas Avenue and West 125th Street, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of St. Nicholas Avenue and West 125th Street is signalized and provides four high visibility crosswalks. The north and south crosswalks are

bisected by a fifteen foot wide median providing a pedestrian refuge area. In addition, there are countdown timers at all four crosswalks. Measures to increase pedestrian safety at this intersection could include the installation of signs warning turning vehicles to yield to pedestrians in the crosswalk on all the approaches. With these measures in place, the potential for pedestrian-related accidents at the intersection of St. Nicholas Avenue and West 125th Street could be reduced.

With the proposed project, the intersection of St. Nicholas Avenue and West 125th Street would experience moderate increases in vehicular and pedestrian traffic. In terms of project generated activity, the intersection could experience peak-hour volume increases of approximately 8, 15, 14, and 11 vehicles during the AM, midday, PM, and Saturday peak hours, respectively. As for pedestrian trips, the proposed project would generate less than 30 pedestrians through this intersection during each of the four peak hours. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents.

SEVENTH AVENUE AND WEST 125TH STREET

Based on the review of the accident history at the intersection of Seventh Avenue and West 125th Street, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Seventh Avenue and West 125th Street is signalized and provides four high-visibility crosswalks. The north and south crosswalks are bisected by an eight foot wide median providing a pedestrian refuge area. In addition, signs warning turning vehicles to yield to pedestrians in the crosswalk are present at the east and westbound approaches, and a School Advance Warning Assembly is visible at the northbound approach. Measures to increase pedestrian safety at this intersection could include the installation of signs warning turning vehicles to yield to pedestrians in the crosswalk on the southbound approach. With these measures in place, the potential for pedestrian-related accidents at Seventh Avenue and West 125th Street could be reduced.

With the proposed project, the intersection of Seventh Avenue and West 125th Street would experience moderate increases in vehicular and pedestrian traffic. In terms of project generated activity, the intersection could experience peak-hour volume increases of approximately 32, 71, 61, and 42 vehicles during the AM, midday, PM, and Saturday peak hours, respectively. As for pedestrian trips, the proposed project would generate less than 160 pedestrians through this intersection during each of the four peak hours. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents.

LENOX AVENUE AND WEST 125TH STREET

Based on the review of the accident history at the intersection of Lenox Avenue and West 125th Street, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Lenox Avenue and West 125th Street is signalized and provides two school crosswalks and two high visibility crosswalks. In addition, Blind Persons Crossing signs are present at all approaches, as well as some combination of School Advance Warning Signs and/or signs warning turning vehicles to yield to pedestrians in the crosswalk. Measures to increase pedestrian safety at this intersection could include the installation of crosswalk countdown timers on all the approaches. With these measures in place, the potential for pedestrian-related accidents at the intersection of Lenox Avenue could be reduced.

With the proposed project, the intersection of Lenox Avenue and West 125th Street would experience moderate increases in vehicular and pedestrian traffic. In terms of project generated activity, the intersection could experience peak-hour volume increases of approximately 21, 43, 37, and 28 vehicles during the AM, midday, PM, and Saturday peak hours, respectively. As for pedestrian trips, the proposed project would generate less than 110 pedestrians through this intersection during each of the four peak hours. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents.

I. PARKING ANALYSIS

2011 EXISTING CONDITIONS

Parking regulations in the vicinity of the project site are summarized in **Table 14-23** and shown in **Figure 14-39**. Field observations indicate that much of the on-street parking spaces are highly utilized during most time periods with metered spots more abundantly available.

A survey of off-street public parking facilities within a ¼-mile of the project site was conducted in November 2011 to assess their capacities and approximate utilization levels. **Table 14-24** summarizes the number of available parking spaces and parking utilization during the AM, midday, PM, and Saturday peak periods at each off-street public parking facility. The locations of these parking facilities are also shown in **Figure 14-40**.

The public parking facilities within ¼-mile of the project site have a combined capacity of 953 parking spaces and parking utilization ranging from 37 to 74 percent, with the peak utilization occurring during the weekday midday and PM peak periods.

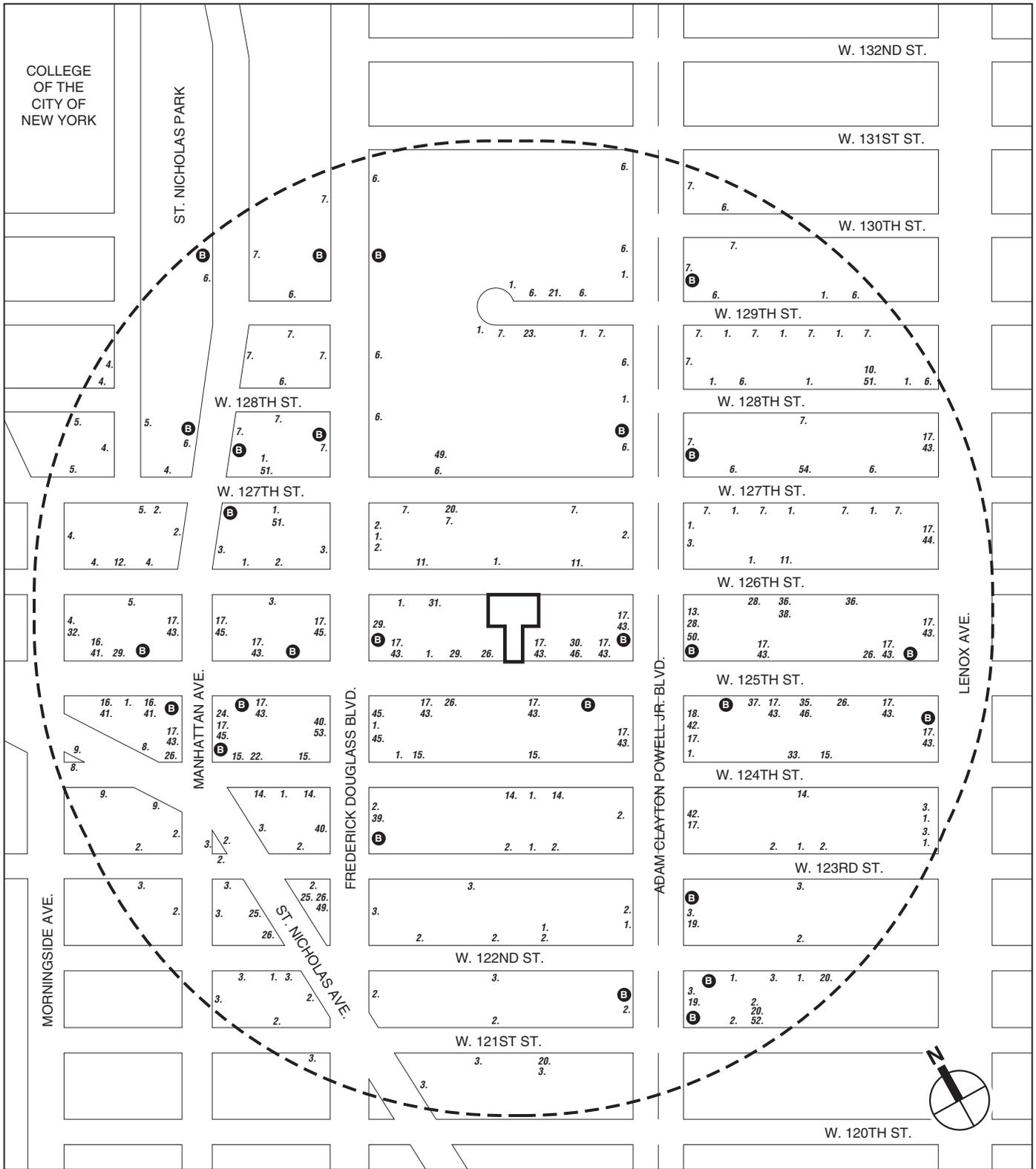
2014 NO BUILD CONDITION

Off-street public parking demand and utilization is expected to increase due to background growth and the demand generated from nearby No Build projects. As presented in **Table 14-25**, the 2014 No Build public parking utilization is expected to increase ranging from 43 to 78 percent, with the peak utilization occurring during the weekday midday and PM peak periods. The *CEQR Technical Manual* states that parking lots and garages that are occupied at 98 percent of their capacity should be considered to be “at capacity.” With the No Build condition, the off-street public parking is under capacity.

2014 BUILD CONDITION

The proposed project would include a total of up to 90 off-street accessory parking spaces. The weekday and Saturday incremental parking demands generated by the proposed project are presented in **Tables 14-26** and **14-27**.

Based on the incremental parking demand estimates presented in the tables, the demand for parking would slightly exceed the 90-space off street parking garage that is proposed by approximately three vehicles. This would occur during the weekday and weekend evening hours (8:00 to 10:00 PM) when a performance is occurring. Vehicles associated with the performance theater that are not accommodated by the proposed garage would therefore shift to adjacent garages. As shown in **Table 14-25** under the No Build conditions, the off-street parking utilization during the weekday overnight time period (which includes the 8:00 to 10:00 PM time period) is 49 percent and thus would be able to accommodate the parking demand generated by the performance theater. Therefore the proposed project would not result in significant adverse parking impacts.

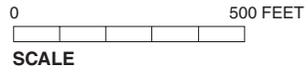


Project Site

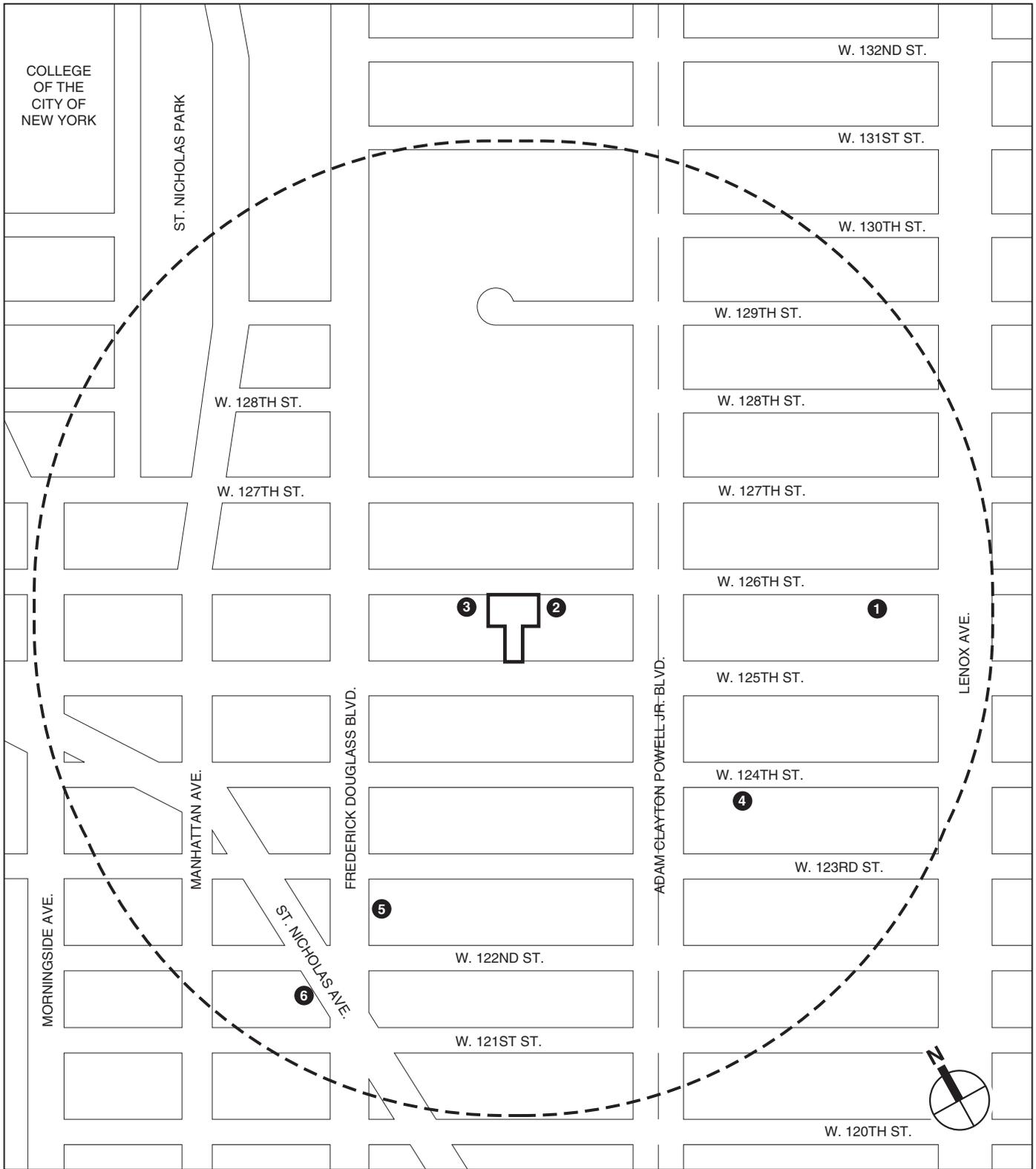
Study Area Boundary (1/4-Mile Perimeter)

Bus Stop

Parking Regulation



On-Street Parking Regulations
Figure 14-39



-  Project Site
-  Study Area Boundary (1/4-Mile Perimeter)
-  Off-Street Parking Facility

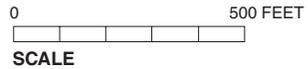


Table 14-23

Summary of On-Street Parking Regulations

| No. | Regulation | No. | Regulation |
|-----|---|-----|---|
| 1 | NP Anytime | 28 | NS Anytime Except Authorized Buses |
| 2 | NP 8:30AM-10AM Mon & Thurs | 29 | NS Anytime Except Vehicles with NYP Licensed Plates |
| 3 | NP 8:30AM-10AM Tues & Fri | 30 | NS Except Authorized Vehicles |
| 4 | NP 9AM-10:30AM Mon & Thurs | 31 | NS Except Trucks Loading & Unloading 7AM-7PM Mon-Fri |
| 5 | NP 9AM-10:30AM Tues & Fri | 32 | NS Except Trucks Loading & Unloading 7AM-7PM Except Sunday |
| 6 | NP 9:30AM-11AM Mon & Thurs | 33 | NS Except Trucks Loading & Unloading 8AM-6PM Except Sunday |
| 7 | NP 9:30AM-11AM Tues & Fri | 34 | NS 7AM-7PM Mon-Fri Except Authorized Vehicles |
| 8 | NP 11AM-12:30PM Mon & Thurs | 35 | NS 8AM-8PM Except Authorized Vehicles Mon-Sat |
| 9 | NP 11AM-12:30PM Tues & Fri | 36 | NS 7AM-7PM Mon-Fri |
| 10 | NP 7AM-6PM Mon-Fri | 37 | NS 7AM-7PM Including Sunday |
| 11 | NP 7AM-7PM Mon-Fri | 38 | NS Except Farmer's Market Vehicles 7AM-5PM Tuesday July-Nov |
| 12 | NP 7AM-7PM Except Sunday | 39 | NS Hotel Loading Zone |
| 13 | NP 7AM-7PM Including Sunday | 40 | NP 7AM-10AM Except Sunday |
| 14 | NP 8AM-6PM Mon-Fri | 41 | 1-Hour Parking 8:30AM-7PM Except Sunday |
| 15 | NP 8AM-6PM Except Sunday | 42 | 1-Hour Parking 9AM-4PM Except Sunday |
| 16 | NP 8AM-8:30AM Except Sunday | 43 | 1-Hour Parking 9AM-7PM Except Sunday |
| 17 | NP 8AM-9AM Except Sunday | 44 | 1-Hour Parking 9AM-10PM Except Sunday |
| 18 | NP 4PM-7PM Mon-Fri | 45 | 2-Hour Parking 9AM-7PM Except Sunday |
| 19 | NP 4PM-7PM Except Sunday | 46 | Ambulette |
| 20 | NP 7AM-4PM School Days | 47 | Ambulance |
| 21 | NP 8AM-4PM School days | 48 | US Congress |
| 22 | NP Loading Zone | 49 | Angle Parking Only |
| 23 | NP Active Driveway 24Hours | 50 | Harlem Tour Bus Permits Only |
| 24 | NS Anytime, Taxi Stand | 51 | Temporary Construction Regulation |
| 25 | NS Anytime Except Authorized Vehicles (Police Dept. Vehicles) | 52 | Department of Education |
| 26 | NS Anytime | 53 | 2-Hour Parking 10AM-7PM Except Sunday |
| 27 | NS Anytime Except Authorized Vehicles | 54 | NS 8AM-4PM Mon-Fri Except School Buses, 20 Min Limit |

Notes: NP = No Parking; NS = No Standing; Sun = Sunday; Mon = Monday; Tue = Tuesday; Wed = Wednesday; Thu = Thursday; Fri = Friday; Sat = Saturday

Sources: Surveys conducted by AKRF, Inc. (August 2011)

Table 14-24
2011 Existing Conditions Public Parking Utilization

| Map# | Peak Period | Total Spaces | Utilized Spaces | Available Spaces | Parking Utilization ¹ |
|--------------|---|--------------|-----------------|------------------|----------------------------------|
| 1 | Pro Park – 121 West 125th Street | | | | |
| | AM | 304 | 122 | 182 | 40% |
| | Midday | 304 | 213 | 91 | 70% |
| | PM | 304 | 228 | 76 | 75% |
| | Overnight | 304 | 182 | 122 | 60% |
| | Saturday | 304 | 137 | 167 | 45% |
| 2 | Impark LLC – 215 West 125th Street | | | | |
| | AM | 60 | 30 | 30 | 50% |
| | Midday | 60 | 15 | 45 | 25% |
| | PM | 60 | 27 | 33 | 45% |
| | Overnight | 60 | 27 | 33 | 45% |
| | Saturday | CLOSED | CLOSED | CLOSED | CLOSED |
| 3 | We Have Car Inc. – 60-270 West 126th Street | | | | |
| | AM | 159 | 111 | 48 | 70% |
| | Midday | 159 | 103 | 56 | 65% |
| | PM | 159 | 95 | 64 | 60% |
| | Overnight | 159 | 40 | 119 | 25% |
| | Saturday | 159 | 52 | 107 | 33% |
| 4 | New Uptown Garage Corp – 160 West 124th Street | | | | |
| | AM | 200 | 150 | 50 | 75% |
| | Midday | 200 | 180 | 20 | 90% |
| | PM | 200 | 170 | 30 | 85% |
| | Overnight | 200 | 110 | 90 | 55% |
| | Saturday | 200 | 50 | 150 | 25% |
| 5 | 2280 FB LLC – 265 West 122nd Street | | | | |
| | AM | 70 | 42 | 28 | 60% |
| | Midday | 70 | 63 | 7 | 90% |
| | PM | 70 | 63 | 7 | 90% |
| | Overnight | 70 | 35 | 35 | 50% |
| | Saturday | 70 | 39 | 31 | 55% |
| 6 | Magic Parking LLC – 225 St Nicholas Avenue | | | | |
| | AM | 160 | 56 | 104 | 35% |
| | Midday | 160 | 128 | 32 | 80% |
| | PM | 160 | 112 | 48 | 70% |
| | Overnight | 160 | 56 | 104 | 35% |
| | Saturday | 160 | 48 | 112 | 30% |
| TOTAL | AM | 953 | 511 | 442 | 54% |
| | Midday | 953 | 702 | 251 | 74% |
| | PM | 953 | 695 | 258 | 73% |
| | Overnight | 953 | 450 | 503 | 47% |
| | Saturday | 893 | 326 | 567 | 37% |

Notes:

1. Parking Utilization = Utilized Spaces/Total Spaces
Survey conducted in November 2011

Table 14-25
2011 Existing and 2014 No Build Conditions
Public Parking Utilization

| | Weekday AM | Weekday Midday | Weekday PM | Weekday Overnight | Saturday Midday |
|--|-------------------|-----------------------|-------------------|--------------------------|------------------------|
| Public Parking Supply | 953 | 953 | 953 | 953 | 893 |
| 2011 Existing Parking Demand | 511 | 702 | 695 | 450 | 326 |
| 2014 No Build Background Parking Demand | 4 | 5 | 5 | 3 | 2 |
| 2014 No Build Project Parking Demand | 26 | 36 | 30 | 18 | 55 |
| Total 2014 No Build Parking Demand | 541 | 743 | 730 | 471 | 383 |
| Parking Utilization ¹ | 57% | 78% | 77% | 49% | 43% |
| Note: 1. Parking Utilization = Total 2014 Parking Demand/Total Spaces | | | | | |

Table 14-26
Proposed Project Incremental Parking Demand—Weekday

| Hour | Residential | Hotel | Cultural (Museum) | Cultural (Theater) | Destination Retail | Local Retail | Total |
|---------------|--------------------|--------------|--------------------------|---------------------------|---------------------------|---------------------|--------------|
| 12 AM - 01 AM | 67 | 18 | 0 | 0 | 0 | 0 | 85 |
| 01 AM - 02 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 02 AM - 03 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 03 AM - 04 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 04 AM - 05 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 05 AM - 06 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 06 AM - 07 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 07 AM - 08 AM | 60 | 18 | 0 | 0 | 0 | 0 | 78 |
| 08 AM - 09 AM | 44 | 16 | 0 | 0 | 0 | 0 | 60 |
| 09 AM - 10 AM | 35 | 14 | 0 | 0 | 0 | 0 | 49 |
| 10 AM - 11 AM | 30 | 12 | 1 | 0 | 1 | 0 | 44 |
| 11 AM - 12 PM | 28 | 10 | 3 | 0 | 1 | 0 | 42 |
| 12 PM - 01 PM | 28 | 18 | 4 | 0 | 1 | 0 | 51 |
| 01 PM - 02 PM | 28 | 17 | 5 | 0 | 1 | 0 | 51 |
| 02 PM - 03 PM | 28 | 15 | 5 | 0 | 1 | 0 | 49 |
| 03 PM - 04 PM | 28 | 13 | 5 | 0 | 1 | 0 | 47 |
| 04 PM - 05 PM | 32 | 11 | 5 | 0 | 1 | 0 | 49 |
| 05 PM - 06 PM | 42 | 15 | 0 | 5 | 1 | 0 | 63 |
| 06 PM - 07 PM | 50 | 12 | 0 | 8 | 1 | 0 | 71 |
| 07 PM - 08 PM | 56 | 12 | 0 | 21 | 0 | 0 | 89 |
| 08 PM - 09 PM | 60 | 13 | 0 | 19 | 0 | 0 | 92 |
| 09 PM - 10 PM | 63 | 15 | 0 | 15 | 0 | 0 | 93 |
| 10 PM - 11 PM | 65 | 16 | 0 | 2 | 0 | 0 | 83 |
| 11 PM - 12 AM | 67 | 17 | 0 | 0 | 0 | 0 | 84 |

**Table 14-27
Proposed Project Incremental Parking Demand—Saturday**

| Hour | Residential | Hotel | Cultural (Museum) | Cultural (Theater) | Destination Retail | Local Retail | Total |
|---------------|-------------|-------|-------------------|--------------------|--------------------|--------------|-------|
| 12 AM - 01 AM | 67 | 18 | 0 | 0 | 0 | 0 | 85 |
| 01 AM - 02 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 02 AM - 03 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 03 AM - 04 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 04 AM - 05 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 05 AM - 06 AM | 67 | 19 | 0 | 0 | 0 | 0 | 86 |
| 06 AM - 07 AM | 66 | 19 | 0 | 0 | 0 | 0 | 85 |
| 07 AM - 08 AM | 62 | 18 | 0 | 0 | 0 | 0 | 80 |
| 08 AM - 09 AM | 57 | 16 | 0 | 0 | 0 | 0 | 73 |
| 09 AM - 10 AM | 50 | 14 | 0 | 0 | 0 | 0 | 64 |
| 10 AM - 11 AM | 42 | 14 | 0 | 0 | 1 | 0 | 57 |
| 11 AM - 12 PM | 33 | 14 | 0 | 7 | 1 | 0 | 55 |
| 12 PM - 01 PM | 24 | 14 | 0 | 14 | 2 | 1 | 55 |
| 01 PM - 02 PM | 24 | 14 | 0 | 9 | 2 | 1 | 50 |
| 02 PM - 03 PM | 28 | 11 | 0 | 14 | 3 | 1 | 57 |
| 03 PM - 04 PM | 31 | 7 | 0 | 17 | 3 | 0 | 58 |
| 04 PM - 05 PM | 34 | 8 | 0 | 13 | 3 | 0 | 58 |
| 05 PM - 06 PM | 38 | 8 | 0 | 6 | 3 | 0 | 55 |
| 06 PM - 07 PM | 43 | 9 | 0 | 9 | 3 | 0 | 64 |
| 07 PM - 08 PM | 52 | 11 | 0 | 22 | 3 | 0 | 88 |
| 08 PM - 09 PM | 60 | 13 | 0 | 20 | 2 | 0 | 95 |
| 09 PM - 10 PM | 67 | 15 | 0 | 16 | 0 | 0 | 98 |
| 10 PM - 11 PM | 67 | 16 | 0 | 3 | 0 | 0 | 86 |
| 11 PM - 12 AM | 67 | 17 | 0 | 0 | 0 | 0 | 84 |

J. TRAFFIC MITIGATION

As discussed above under “2014 Build Condition,” eight approaches/lane groups were predicted to experience significant adverse traffic impacts in the Build condition. **Table 14-28** summarizes the recommended mitigation measures. With the implementation of the mitigation measures, the project would result in no significant adverse traffic impacts. **Table 14-29** compares the LOS conditions for the 2014 No Build, Build, and Build with Mitigation conditions. Mitigation measures are subject to review and approval by NYCDOT.

**Table 14-28
Recommended Traffic Mitigation Measures**

| Intersection | AM Peak Hour | | Midday Peak Hour | | PM Peak Hour | | Saturday Peak Hour | |
|--------------------------------------|--|--|--|--|--|--|--|--|
| | Existing Timing | Proposed Timing |
| West 126th Street and Eighth Avenue | No Changes | | No Changes | | No Changes | | NB/SB:58/3/2 WB: 22/3/2 | NB/SB:54/3/2 WB: 26/3/2 |
| West 126th Street and Seventh Avenue | No Changes | | No Changes | | No Changes | | NB/SB:49/3/2 WB: 31/3/2 | NB/SB:48/3/2 WB: 32/3/2 |
| West 125th Street and Eighth Avenue | NB/SB:40/3/2 Ped (LPI): 7 EB/WB:33/3/2 | NB/SB:39/3/2 Ped (LPI): 7 EB/WB:34/3/2 | No Changes | | NB/SB:40/3/2 Ped (LPI): 7 EB/WB:33/3/2 | NB/SB:38/3/2 Ped (LPI): 7 EB/WB:35/3/2 | NB/SB:31/3/2 Ped (LPI): 7 EB/WB:42/3/2 | NB/SB:29/3/2 Ped (LPI): 7 EB/WB:44/3/2 |
| West 125th Street and Seventh Avenue | No Changes | | NB/SB:40/3/2 EB/WB:40/3/2 | NB/SB:39/3/2 EB/WB:41/3/2 | No Changes | | NB/SB:40/3/2 EB/WB:40/3/2 | NB/SB:39/3/2 EB/WB:41/3/2 |
| West 125th Street and Lenox Avenue | No Changes | | NB/SB:36/3/2 Ped (LPI): 7 EB/WB:37/3/2 | NB/SB:35/3/2 Ped (LPI): 7 EB/WB:38/3/2 | No Changes | | No Changes | |
| West 124th Street and Seventh Avenue | No Changes | | No Changes | | NB/SB:46/3/2 EB:34/3/2 | NB/SB:45/3/2 EB:35/3/2 | No Changes | |
| West 124th Street and Lenox Avenue | No Changes | | No Changes | | NB/SB:55/3/2 EB:25/3/2 | NB/SB:54/3/2 EB:26/3/2 | No Changes | |

Notes: Signal timings = green/amber/red listed in seconds
 NB = northbound, SB = southbound, EB = eastbound, WB = westbound
 LPI = leading pedestrian interval

Table 14-29
2014 No Build, Build, and Build with Mitigation Conditions
Level of Service Analysis

| Intersection/ Approach | No Build | | | | Build | | | | Build with Mitigation | | | |
|---|--------------|-----------|-------------|-----|--------------|-----------|-------------|-----|-----------------------|-----------|-------------|-----|
| | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS | Lane Group | V/C Ratio | Delay (spv) | LOS |
| West 126th Street and Eighth Avenue – Saturday peak hour | | | | | | | | | | | | |
| Westbound | LTR | 1.08 | 110.7 | F | LTR | 1.30 | 192.6 | F+ | LTR | 1.08 | 104.6 | F |
| Northbound | LT | 0.33 | 7.8 | A | LT | 0.34 | 7.8 | A | LT | 0.36 | 9.9 | A |
| Southbound | TR | 0.26 | 7.2 | A | TR | 0.26 | 7.2 | A | TR | 0.28 | 9.1 | A |
| | Intersection | | 32.9 | C | Intersection | | 57.6 | E | Intersection | | 35.2 | B |
| West 126th Street and Seventh Avenue – Saturday peak hour | | | | | | | | | | | | |
| Westbound | LTR | 1.00 | 73.4 | E | LTR | 1.05 | 87.4 | F+ | LTR | 1.01 | 76.2 | E |
| Northbound | LT | 0.59 | 15.2 | B | LT | 0.63 | 15.9 | B | LT | 0.64 | 16.7 | B |
| Southbound | TR | 0.34 | 11.9 | B | TR | 0.35 | 12.0 | B | TR | 0.36 | 12.6 | B |
| | Intersection | | 24.3 | C | Intersection | | 27.3 | C | Intersection | | 25.9 | C |
| West 125th Street and Eighth Avenue – AM peak hour | | | | | | | | | | | | |
| Eastbound | LTR | 0.98 | 58.9 | E | LTR | 0.99 | 61.5 | E | LTR | 0.95 | 51.3 | D |
| Westbound | LTR | 0.96 | 52.8 | D | LTR | 1.01 | 64.2 | E+ | LTR | 0.97 | 53.9 | D |
| Northbound | TR | 0.27 | 16.4 | B | TR | 0.28 | 16.4 | B | TR | 0.29 | 17.1 | B |
| Southbound | TR | 0.51 | 19.5 | B | TR | 0.56 | 20.3 | C | TR | 0.57 | 21.2 | C |
| | Intersection | | 40.5 | D | Intersection | | 44.5 | D | Intersection | | 38.9 | D |
| West 125th Street and Eighth Avenue – PM peak hour | | | | | | | | | | | | |
| Eastbound | LTR | 0.88 | 42.9 | D | LTR | 0.90 | 45.6 | D | LTR | 0.83 | 36.4 | D |
| Westbound | LTR | 1.00 | 63.7 | E | LTR | 1.07 | 82.2 | F+ | LTR | 1.00 | 61.8 | E |
| Northbound | TR | 0.47 | 18.9 | B | TR | 0.47 | 18.9 | B | TR | 0.49 | 20.6 | C |
| Southbound | TR | 0.41 | 18.0 | B | TR | 0.46 | 18.6 | B | TR | 0.48 | 20.2 | C |
| | Intersection | | 37.8 | D | Intersection | | 43.8 | D | Intersection | | 36.4 | D |
| West 125th Street and Eighth Avenue – Saturday peak hour | | | | | | | | | | | | |
| Eastbound | LTR | 1.03 | 65.1 | E | LTR | 1.04 | 68.8 | E | LTR | 0.98 | 50.2 | D |
| Westbound | LTR | 1.02 | 61.9 | E | LTR | 1.07 | 78.0 | E+ | LTR | 1.00 | 56.8 | E |
| Northbound | TR | 0.45 | 24.6 | C | TR | 0.46 | 24.7 | C | TR | 0.49 | 26.7 | C |
| Southbound | TR | 0.55 | 26.3 | C | TR | 0.60 | 27.3 | C | TR | 0.64 | 29.8 | C |
| | Intersection | | 49.5 | D | Intersection | | 55.5 | E | Intersection | | 44.0 | D |
| West 125th Street and Seventh Avenue – Midday peak hour | | | | | | | | | | | | |
| Eastbound | LTR | 0.86 | 34.4 | C | LTR | 0.97 | 50.3 | D+ | LTR | 0.94 | 43.5 | D |
| Westbound | LTR | 0.81 | 30.1 | C | LTR | 0.84 | 32.7 | C | LTR | 0.82 | 29.9 | C |
| Northbound | LTR | 0.45 | 18.2 | B | LTR | 0.46 | 18.4 | B | LTR | 0.47 | 19.2 | B |
| Southbound | LTR | 0.47 | 18.5 | B | LTR | 0.47 | 18.6 | B | LTR | 0.48 | 19.4 | B |
| | Intersection | | 24.9 | C | Intersection | | 29.6 | C | Intersection | | 27.7 | C |
| West 125th Street and Seventh Avenue – Saturday peak hour | | | | | | | | | | | | |
| Eastbound | LTR | 0.98 | 52.3 | D | LTR | 1.00 | 59.2 | E+ | LTR | 0.97 | 50.1 | D |
| Westbound | LTR | 1.00 | 59.6 | E | LTR | 1.02 | 64.3 | E+ | LTR | 0.99 | 56.0 | E |
| Northbound | LTR | 0.57 | 19.8 | B | LTR | 0.58 | 20.1 | C | LTR | 0.59 | 20.9 | C |
| Southbound | LTR | 0.46 | 18.3 | B | LTR | 0.47 | 18.3 | B | LTR | 0.47 | 19.1 | B |
| | Intersection | | 34.9 | C | Intersection | | 37.5 | D | Intersection | | 34.2 | C |
| West 125th and Lenox Avenue – Midday peak hour | | | | | | | | | | | | |
| Eastbound | TR | 0.91 | 42.7 | D | TR | 0.94 | 48.4 | D+ | TR | 0.92 | 43.4 | D |
| Westbound | TR | 0.94 | 46.7 | D | TR | 0.95 | 48.6 | D | TR | 0.92 | 43.3 | D |
| Northbound | TR | 0.68 | 26.1 | C | TR | 0.69 | 26.4 | C | TR | 0.71 | 27.8 | C |
| Southbound | TR | 0.68 | 26.1 | C | TR | 0.69 | 26.4 | C | TR | 0.71 | 27.8 | C |
| | Intersection | | 35.4 | D | Intersection | | 37.5 | D | Intersection | | 35.6 | D |
| West 124th and Seventh Avenue – PM peak hour | | | | | | | | | | | | |
| Eastbound | LTR | 0.83 | 36.9 | D | LTR | 0.93 | 48.5 | D+ | LTR | 0.90 | 43.5 | D |
| Northbound | T | 0.68 | 18.0 | B | T | 0.68 | 18.1 | B | T | 0.69 | 19.0 | B |
| | R | 0.09 | 11.8 | B | R | 0.10 | 11.8 | B | R | 0.10 | 12.4 | B |
| Southbound | LT | 0.42 | 14.5 | B | LT | 0.42 | 14.5 | B | LT | 0.43 | 15.2 | B |
| | Intersection | | 20.6 | C | Intersection | | 23.4 | C | Intersection | | 23.1 | C |
| West 124th and Lenox Avenue – PM peak hour | | | | | | | | | | | | |
| Eastbound | LR | 0.89 | 54.8 | D | LR | 0.93 | 62.5 | E+ | LR | 0.89 | 54.2 | D |
| Westbound | LR | 0.19 | 26.0 | C | LR | 0.19 | 26.0 | C | LR | 0.18 | 25.1 | C |
| Northbound | T | 0.26 | 8.3 | A | T | 0.26 | 8.4 | A | T | 0.27 | 8.8 | A |
| Southbound | T | 0.50 | 10.8 | B | T | 0.50 | 10.9 | B | T | 0.51 | 11.5 | B |
| | Intersection | | 18.6 | B | Intersection | | 20.4 | C | Intersection | | 19.2 | B |
| Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service. + implies a significant adverse impact | | | | | | | | | | | | |

*