# Appendix C
# Operational Transportation

Philip Habib & Associates
Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

# TECHNICAL MEMORANDUM

**TO:** Rachel Shatz, ESD

**FROM:** Philip Habib & Associates

**DATE:** March 12, 2014 (Revised June 3, 2014)

**PROJECT:** Atlantic Yards Arena and Redevelopment Project SEIS (PHA No. 0343E)

**RE:** Transportation Planning Factors

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This memorandum summarizes the transportation planning factors to be used for the analysis of traffic, transit, pedestrian and parking conditions for the supplemental environmental impact statement (SEIS) for the Atlantic Yards Arena and Redevelopment Project (the Project). As per Court Order, the SEIS impact analyses focus on conditions with a delay in the completion of Phase II of the Project (the Extended Build-Out Scenario). Travel demand generated by development of the Project's Phase I components is either reflected as part of the Existing condition (for the Arena) or in the future background condition (for remaining Phase I development). Provided are estimates of the peak hour travel demand and trip assignment patterns for Project elements that would be constructed in the background condition (the "Future Without Phase II"), and for Project elements planned as part of Phase II. Discussions of the traffic, parking, transit and pedestrian study areas for the impact analyses are also provided.

## PROJECT PROGRAM

The Atlantic Yards Arena and Redevelopment project is being developed on an approximately 22-acre site in the Atlantic Terminal area of Brooklyn, roughly bounded by Flatbush and 4th Avenues on the west, Vanderbilt Avenue on the east, Atlantic Avenue on the north, and Dean Street on the south (see **Figure 1**). In addition to the 17,700-seat Barclays Center Arena which opened in September 2012 and is used by the Nets professional basketball team and for other sporting and cultural events, the Project will include residential, office, public school and local retail uses, a possible hotel, approximately eight acres of publicly accessible open space and an improved Long Island Rail Road (LIRR) yard. (The public school would be constructed only upon the election of the New York City Department of Education and would be located in the base of one of the Phase II residential buildings.) Approximately 2,896 parking spaces are also proposed in five on-site parking garages. In addition to the Arena, 16 buildings are to be constructed on the eight blocks comprising the project site. These buildings are referred to as Site 5 and Buildings 1 through 15. A new on-site entrance to the Atlantic Avenue/Pacific Street subway station complex (subsequently renamed Atlantic Avenue – Barclays Center) on Block 1118 at the intersection of Flatbush and Atlantic Avenues also opened concurrent with the opening of the Arena in September 2012.

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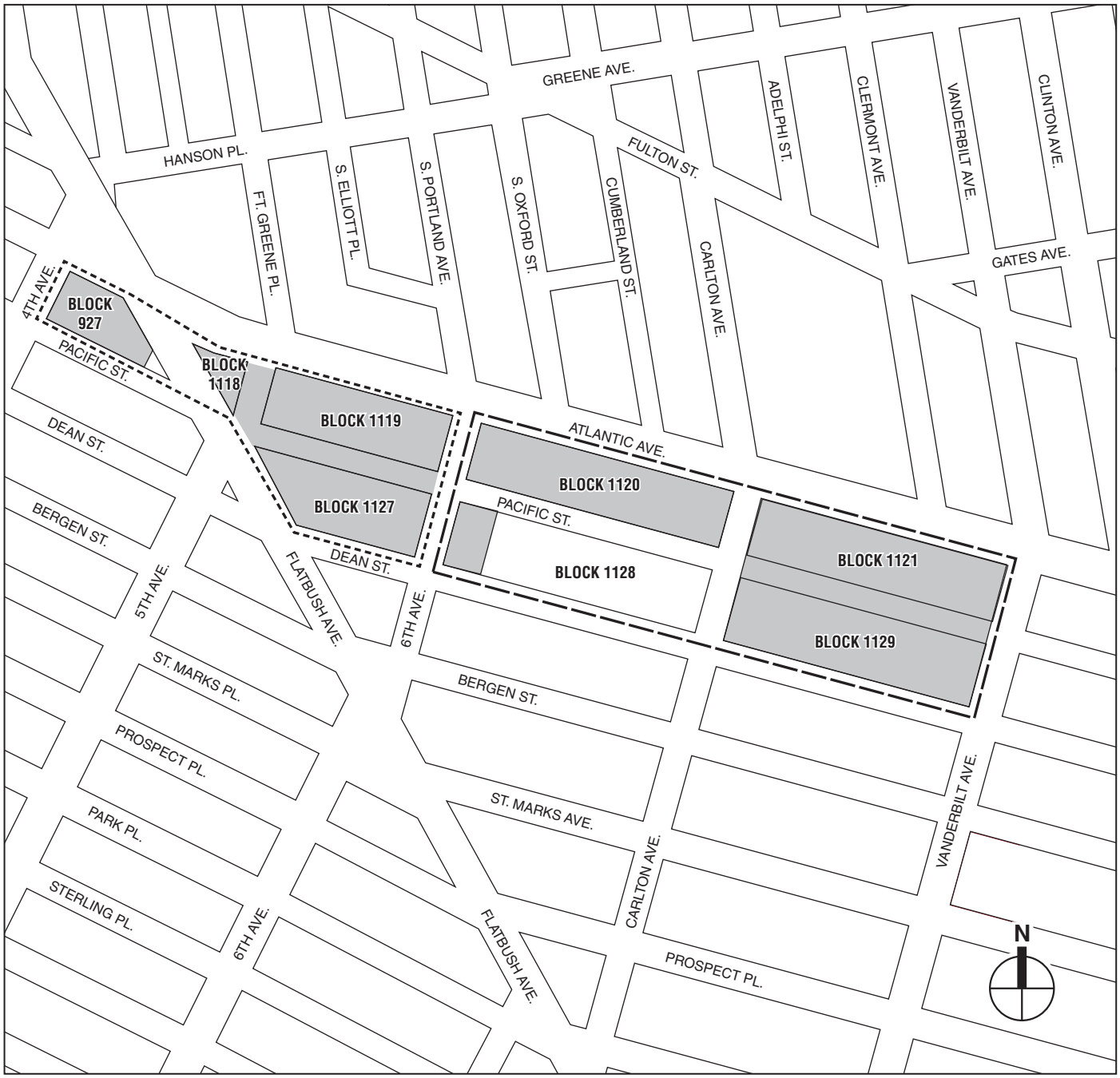


*Project Site*

*Phase I Development Boundary*

*Phase II Development Boundary*

0 400 800 FEET
SCALE

*NOTE: Certain Phase I elements, including rail yard improvements and temporary parking prior to Project completion are located east of 6th Avenue*



Project Site
**Figure 1**

The Project's 2006 Final Environmental Impact Statement (FEIS) described and examined the Project in two phases (Phase I and Phase II), and considered two program variations: residential mixed-use and commercial mixed-use (shown in **Figures 2a and 2b**, respectively). The variations reflected the fact that the programs for three of the buildings to be completed in Phase I were not fixed and could be used for a mixture of residential and commercial uses. At this time, the programming for Building 2 has been fixed (the building is presently under construction), but under the commercial mixed-use variation, additional commercial space would substitute for the hotel use and residential space in Building 1 on the Arena site (blocks 1118, 1119, and 1127) and on Site 5 (Block 927).

The other buildings and uses on the project site (the completed Arena and planned Buildings 2 through 15) would remain the same under both the residential mixed-use and commercial mixed-use variations. **Table 1** compares the current development programs for the Project's two variations. As shown in **Table 1**, along with the 17,700-seat arena (for basketball), the residential mixed-use variation would consist of a total of approximately 6,430 dwelling units, 336,000 gsf of commercial office space, a 180-room hotel, and 247,090 gsf of ground floor local retail space that would be distributed among Site 5, the Arena and Buildings 1 through 15. It is also proposed that a total of approximately 2,896 parking spaces be provided in on-site parking garages. (This represents a reduction in the number of parking spaces on the project site from the 3,670 spaces analyzed in the 2006 FEIS.) By contrast, the commercial mixed-use variation would include approximately 6,430 dwelling units, 1,075,512 gsf of commercial office space, and no hotel use. The Arena, local retail uses and number of parking spaces would remain the same under both scenarios.

Both the residential mixed-use and the commercial mixed-use variations are expected to include community facility uses, including a health care center and an intergenerational community center offering child care and youth and senior activities. A secure, manned facility for the storage of 400 bicycles is also proposed for the Arena Block in Phase I. Community facilities and the bicycle storage facility built as part of the Project would occupy some portion of the 247,090 gsf of space included as local retail in **Table 1**. For the purposes of the travel demand forecast, all of this space is assumed to be local retail (i.e., retail establishments serving the needs of workers and residents in the neighborhood).

It is also anticipated that approximately 100,000 gsf of public school space may be developed in the base of one of the Phase II residential buildings as specified in the 2006 FEIS as mitigation for a significant adverse impact to both elementary and intermediate schools within the relevant area of the project site. It is assumed that the floor area of the 100,000 gsf public school would be additive—i.e., that it would not be counted towards the 247,090 gsf of retail and community facility space. Although the specific location of the school has not been finalized, it is assumed for the purposes of the transportation analyses that it would be located within Building 15.

For analytical purposes in the SEIS, it is assumed that the Project components associated with Phase I form part of the background condition against which the potential impacts of Phase II are assessed (i.e., the "Future Without Phase II" condition). In the Future Without Phase II condition, it is assumed that Phase I development on Site 5 and Buildings 1 through 4 will have been completed in addition to the Arena and the new on-site entrance to the Atlantic Avenue – Barclays Center subway station complex that opened in September 2012. (Construction of Building 2 commenced in December 2012.) A 400-space parking garage will have been constructed on Site 5 along with approximately 711 interim parking spaces on Block 1129. It is also expected that from 50 to 100 parking spaces will be provided in a garage in Building 3. As shown in **Table 1,** in addition to the Arena, a total of 1,922 dwelling units, 336,000 gsf of commercial space, a 180-room hotel, 91,083 gsf of local retail space and from 1,161 to 1,211 parking spaces would be developed under the residential mixed-use variation in the Future Without Phase II. By comparison, a total of 1,498 dwelling units, 1,075,512 gsf of commercial space, 91,083 gsf of local retail space, from 1,161 to 1,211 parking spaces, and no hotel space would be developed in addition to the Arena in the Future Without Phase II under the

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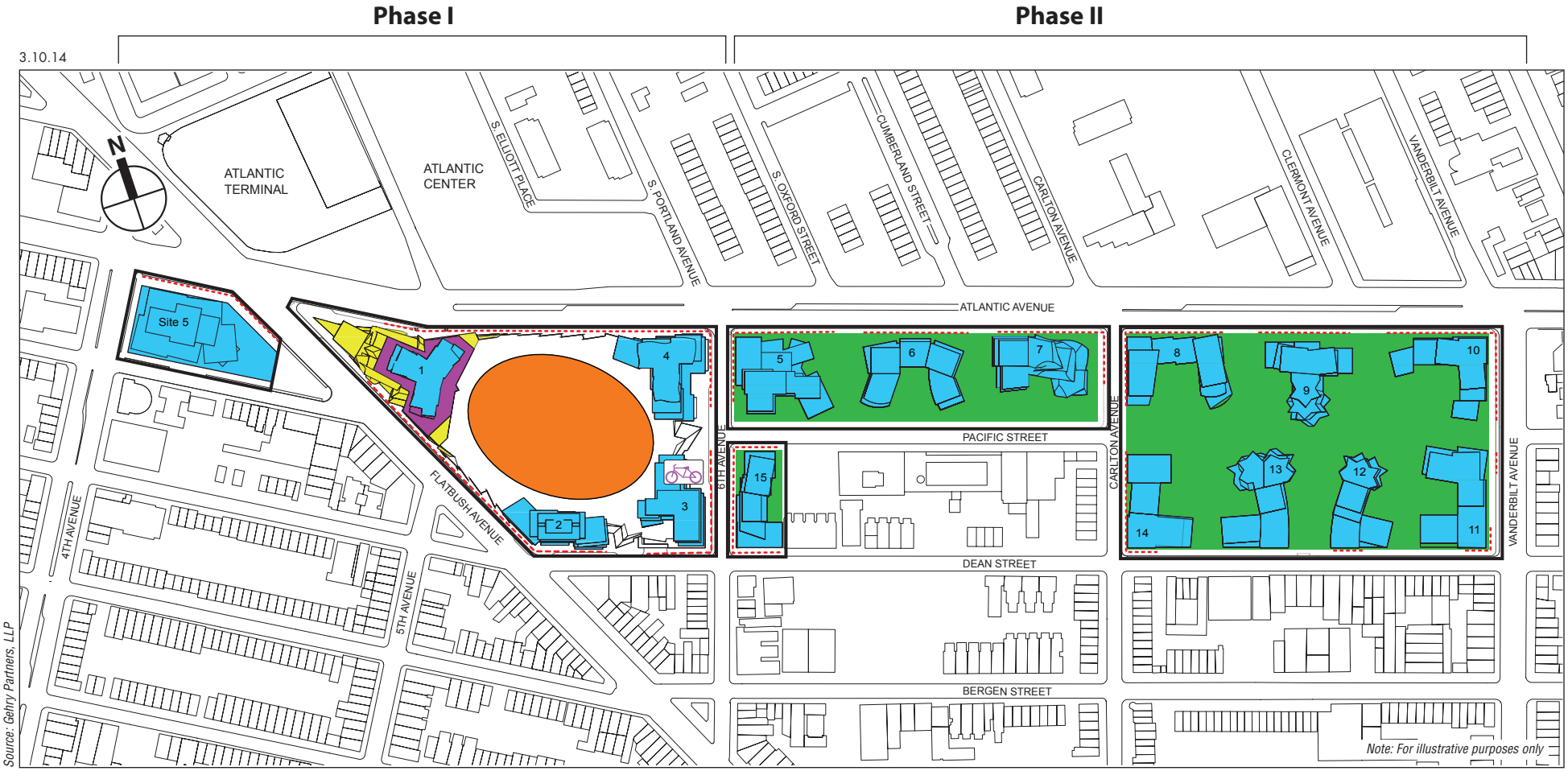



Source: Gehry Partners, LLP

*Project Site Boundary*

*Arena*

*Residential Building*

*Commercial Building*

*Publicly Accessible Open Space*

*Hotel*

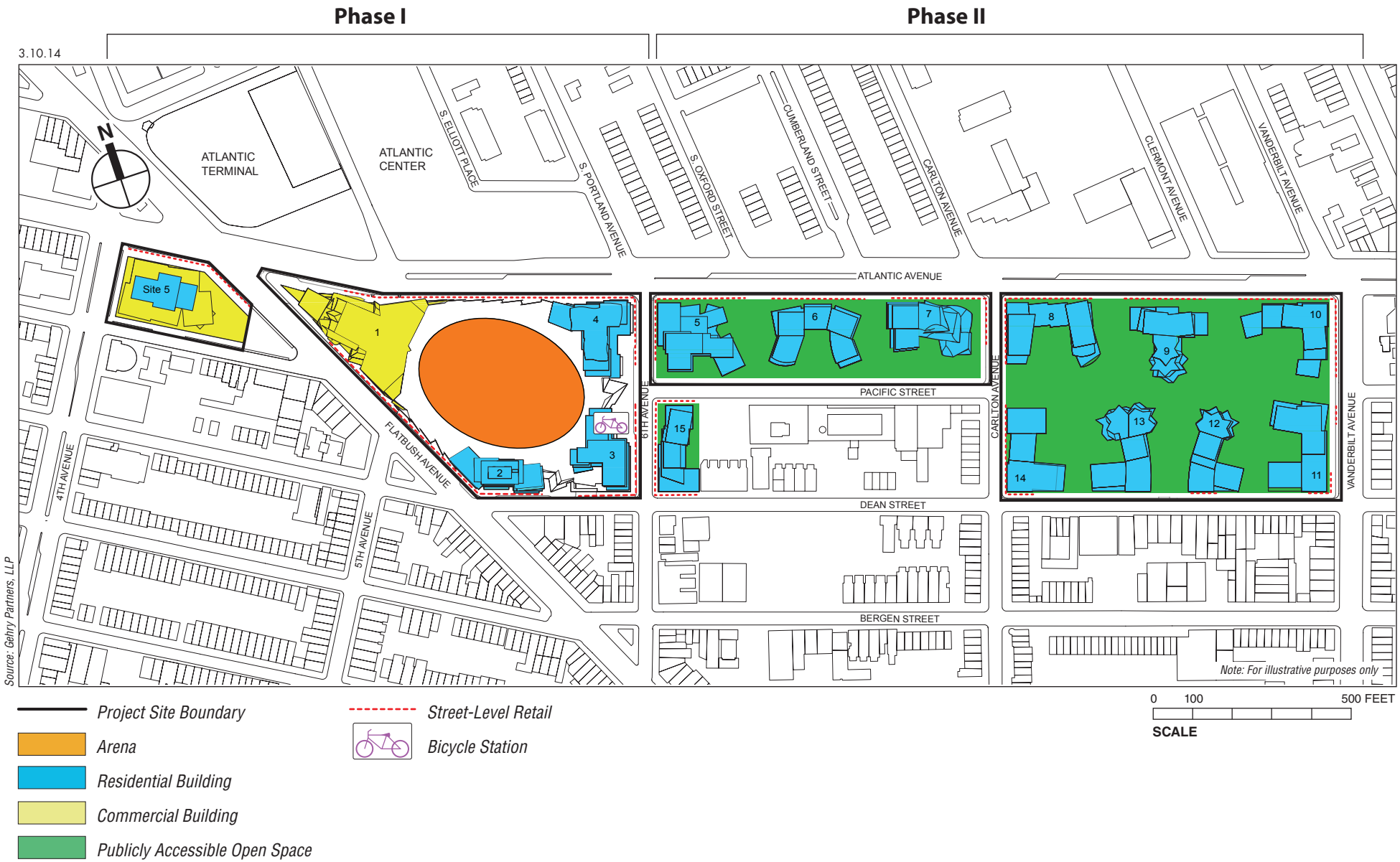
*Street-Level Retail*

*Bicycle Station*

**SEIS • ATLANTIC YARDS ARENA AND REDEVELOPMENT PROJECT**

Residential Mixed-Use Variation Site Plan

**Figure 2a**




**SEIS • ATLANTIC YARDS ARENA AND REDEVELOPMENT PROJECT**

Commerical Mixed-Use Variation Site Plan

**Figure 2b**

**Table 1**
**Project Development Program**

| Component | Residential Mixed-Use Variation | Commercial Mixed-Use Variation |
|---|---|---|
| **Phase I** | | |
| Arena | 662,327 gsf (17,700 seats) | 662,327 gsf (17,700 seats) |
| Residential | 1,922 D.U. | 1,498 D.U. |
| Office | 336,000 gsf | 1,075,512 gsf |
| Local Retail [1] | 91,083 gsf | 91,083 gsf |
| Hotel | 165,000 gsf (180 rooms) | 0 gsf |
| Parking [2,3] | 1,161 to 1,211 spaces | 1,161 to 1,211 spaces |
| **Phase II** | | |
| Residential | 4,508 D.U. | 4,932 D.U. |
| Local Retail | 156,007 gsf | 156,007 gsf |
| P.S./I.S. | 100,000 gsf | 100,000 gsf |
| Parking | 2,396 to 2,446 spaces | 2,396 to 2,446 spaces |
| **Project Total** | | |
| Arena | 662,327 gsf (17,700 seats) | 662,327 gsf (17,700 seats) |
| Residential | 6,430 D.U. | 6,430 D.U. |
| Office | 336,000 gsf | 1,075,512 gsf |
| Local Retail [1] | 247,090 gsf | 247,090 gsf |
| Hotel | 165,000 gsf (180 rooms) | 0 gsf |
| P.S./I.S. | 100,000 gsf | 100,000 gsf |
| Parking [3] | 2,896 spaces | 2,896 spaces |

[1] Includes 12,756 gsf of street-level retail at the Arena.
[2] Includes 711 temporary spaces.
[3] Parking in Building 3 on the Arena Block would total from 50 to 100 spaces. A total of 2,896 spaces would be provided under the Project.

commercial mixed-use variation. Also completed in the Future Without Phase II under both variations will be an improved LIRR yard at the east end of the site along with a new portal for direct train access between the new yard and the LIRR's Atlantic Terminal.

In the Future With Phase II, the remainder of the Project would be developed, including construction of Buildings 5 through 15 and additional permanent parking. This would include up to a total of 4,932 dwelling units, 156,007 gsf of local retail space, approximately 100,000 gsf of public school space and up to 2,446 permanent parking spaces. It is assumed that the maximum units allowed in the 2009 Modified General Project Plan (MGPP)—6,430 dwelling units—would be constructed. Consequently, the number of dwelling units proposed to be constructed in Phase II would total 4,508 under the residential mixed-use scenario and 4,932 under the commercial mixed-use scenario. However, to be conservative, the transportation analyses for the SEIS assess the potential effects of the development of 4,932 dwelling units in Phase II. Therefore, the traffic, transit and pedestrian analyses based on the residential mixed-use variation over-count the total population of the Project and reflect a conservative analysis by assuming a number of dwelling units (6,854)

greater than the maximum number of dwelling units allowed by the 2009 MGPP (6,430), and therefore greater than the number that would actually be built. The transportation impact analyses in the SEIS focus on the effects of the additional travel demand generated by Phase II development assuming the completion of Phase II in 2035.

## SELECTION OF PEAK HOURS FOR ANALYSIS

The peak hours selected for analysis include the traditional weekday 8-9 AM and 5-6 PM commuter periods, as well as the weekday 12-1 PM midday (lunch time) which is a peak period for retail activity. Although the substantial amount of travel demand generated by the Arena itself is reflected in the Future Without Phase II condition, analyses of the weekday 7-8 PM and Saturday 1-2 PM pregame peak hours are included to assess the potential effects of Phase II residential demand during a period of peak Arena activity. To be conservative, the traffic and pedestrian analyses for the Saturday midday peak hour assess conditions resulting from Phase II with an afternoon Nets game at the Arena, even though other types of events with lower attendance than a Nets game are typically scheduled on a Saturday afternoon and Nets games rarely occur at that time. All of these peak hours are consistent with those analyzed in the 2006 FEIS. The weekday and Saturday post-game peak hours for Arena demand that were analyzed in the FEIS are not included, as Project demand during these periods is primarily Arena-related and they are not typically considered peak periods for residential, retail and public school demand which are the uses that comprise Phase II of the Project.

The SEIS traffic analyses examine conditions in all five peak hours identified above. Transit (subway and bus) analyses generally examine conditions during the weekday AM and PM peak commuter periods as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. As there would be some overlap between trips en route to the Arena and commuter demand from Phase II development during the weekday 7-8 PM pregame period, this peak hour is also analyzed to identify potential impacts at subway station processors (e.g., entrance stairways, fare arrays, etc.). In addition to the weekday AM and PM commuter peak hours, the pedestrian analysis focuses on the 7-8 PM and Saturday 1-2 PM pregame peak hours as it is during these periods that trips en route to a Nets game at the Arena could coincide with elevated demand on study area pedestrian facilities (from Phase II commuters and shoppers, respectively). The weekday and Saturday post-game peak periods for Arena demand are not included in the pedestrian analysis, as Project demand during these periods is primarily Arena-related and they are not typically considered peak periods for residential, retail and public school demand which are the uses that comprise Phase II of the Project. The pedestrian analysis in the 2006 FEIS also did not include these post-game peak periods.

## ESTABLISHING BASELINE CONDITIONS

The Existing conditions peak hour traffic and pedestrian networks for the SEIS are based on data from a count program conducted primarily during April and May 2013. Weekday traffic turning movement counts were conducted on Tuesday April 9, 2013, a day when an evening Nets game was scheduled at the Arena, and were supplemented by three weeks of automatic traffic recorder counts. As attendance at the April 9th game was slightly above the 2012-2013 season average of 14,974, conditions during these counts can be considered representative of conditions during a typical Nets game at the Arena. Weekday transit and pedestrian counts were also conducted on April 9, 2013 as well as on Wednesday, April 17, 2013, another day when an evening Nets game was scheduled. Therefore, Arena travel demand during the weekday peak hours is reflected in the Existing conditions baseline traffic and pedestrian networks. However, as no Saturday afternoon Nets games (or other events) were scheduled during the traffic and pedestrian count program, the Existing conditions Saturday pregame peak hour traffic and pedestrian networks do not include game-day demand at the Arena. As described later in this technical memorandum, travel demand from a Saturday afternoon Nets game at the Arena has been forecasted based on 2013 data from surveys of Arena patrons. This projected demand is

incorporated in the Future Without Phase II traffic and pedestrian networks to reflect future conditions with a Nets game scheduled at the Arena on a Saturday afternoon coinciding with midday retail demand.

The Existing conditions traffic and pedestrian networks also reflect current conditions on the street network, including all roadway closures and changes in street direction that have been implemented in conjunction with development of the Arena or implementation of its traffic mitigation plan. Changes to the study area street network since the 2006 FEIS have included:

- The closure of Pacific Street between Flatbush and Sixth Avenues, and between Carlton and Vanderbilt Avenues;
- The closure of Fifth Avenue between Flatbush and Atlantic Avenues;
- The conversion of Sixth Avenue between Atlantic and Flatbush Avenues from one-way southbound to two-way operation;
- The conversion of Carlton Avenue from one-way northbound to two-way operation between Atlantic Avenue and Pacific Street;
- The conversion of Pacific Street from one-way westbound to one-way eastbound operation between Fourth and Flatbush Avenues;
- The closure of the northbound lanes of Fourth Avenue from Atlantic Avenue to Flatbush Avenue; and
- The conversion of Third Avenue from two-way to one-way northbound operation between Atlantic and Flatbush Avenues.

It should also be noted that the Existing conditions transit and pedestrian analyses reflect the new on-site entrance to the Atlantic Avenue – Barclays Center subway station complex that was opened at the intersection of Flatbush and Atlantic Avenues in September 2012 concurrent with the opening of the Arena.

Lastly, as described above, the 2006 FEIS considered two program variations: residential mixed-use and commercial mixed-use, reflecting the fact that at that time the programs for three of the buildings to be completed in Phase I were not fixed and could be used for a mixture of residential and commercial uses. (The programming for Building 2 was subsequently fixed, and that building is presently under construction.) As discussed later in this technical memorandum, the commercial mixed-use variation is expected to generate a higher level of total travel demand in the weekday peak hours, while the residential mixed-use scenario is expected to generate a greater number of trips in the Saturday pregame peak hour. The commercial mixed-use variation was therefore selected as the reasonable worst case scenario (RWCDS) for the weekday transportation analyses, while the residential mixed-use variation is analyzed as the RWCDS for the Saturday pregame period. This is consistent with the approach used for the transportation analyses in the 2006 FEIS.

## FUTURE WITHOUT PHASE II CONDITION

Through 2035 it is expected that transportation demand within the study area will increase due to long-term background growth as well as new developments in Downtown Brooklyn and the area surrounding the project site. The Future Without Phase II condition for the SEIS transportation analyses reflects demand from anticipated developments within a ¾-mile area around the project site plus additional development sites along the Flatbush Avenue corridor as far north as the Manhattan Bridge. Discrete travel demand forecasts and trip assignments were prepared for larger development projects selected in consultation with the New York City

Department of Transportation (NYCDOT), whereas demand from smaller projects is assumed to be reflected in background growth. (A list of the discrete development sites included in the transportation analyses, including developments associated with Phase I of the Project, is provided in **Appendix A**). Annual background growth rates of 0.25 percent per year for the first five years (2013-2018) and 0.125 percent for year six and beyond (2018-2035) are applied to existing traffic, transit and pedestrian demand consistent with 2012 *CEQR Technical Manual* criteria.

## TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast travel demand from the Project's residential, office, hotel, local retail, public school and arena components for both Phase I and Phase II are summarized in **Table 2** and discussed below. (Transportation planning factors for Future Without Phase II land uses not included in the Phase I or Phase II development programs are shown in **Table A-1** in **Appendix A**.) The trip generation rates, temporal distributions and mode choice assumptions shown in **Table 2** reflect those used in the 2006 FEIS, but have been updated where appropriate based on data from the 2012 *CEQR Technical Manual, 2007-2011 American Community Survey (ACS) 5-Year Estimates*, and surveys of the travel characteristics of Barclays Center Arena patrons attending Nets games in January, February and April 2013.

### Residential

The forecasts of travel demand from the project's residential components were based on trip rates from the 2012 *CEQR Technical Manual*, temporal distributions from the 2012 *CEQR Technical Manual* and the 2006 FEIS, modal splits from the *2007-2011 American Community Survey*, and vehicle occupancies from the 2006 FEIS and the ACS. Although residential-based trips in the midday would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal split based on ACS data is conservatively assumed for all analyzed weekday peak periods. The modal split for the Saturday midday was adjusted to reflect anticipated higher walk/other and auto shares compared to the weekday peak hours.

### Office

The travel demand forecasts for the project's office components were based on trip rates from the 2012 *CEQR Technical Manual*, temporal distributions from the 2012 *CEQR Technical Manual* and the 2006 FEIS, and modal splits, vehicle occupancies and directional distributions from the 2006 FEIS.

### Hotel

The travel demand forecast for the hotel that would be developed under the residential mixed-use variation (but not the commercial mixed-use variation) was updated from the 2006 FEIS using trip rates and temporal distributions from the 2012 *CEQR Technical Manual*.

### Local Retail

The retail uses developed under both the residential mixed-use variation and the commercial mixed-use variation would be local (or "neighborhood") retail, attracting trips primarily from the residential and worker populations on-site and in surrounding neighborhoods. It is therefore anticipated that the majority of these trips would be via the walk mode and that many would be "linked" trips (e.g., a trip with multiple purposes, such as stopping at a retail store while commuting to or from work) and would therefore not represent the addition of new discrete trips to the study area transportation systems. For the purposes of the travel demand forecast, it is assumed that 25 percent of retail trips would be such "linked" trips, consistent with 2012 *CEQR*

# Table 2
# Transportation Planning Factors

| Land Use: | | Arena | Residential | | Office | | Hotel | Local Retail |
|---|---|---|---|---|---|---|---|---|
| | | (1) | (3) | | (3) | | (3) | (3) |
| **Trip Generation:** | **Weekday** | n/a | 8.075 | | 18.00 | | 9.40 | 205 |
| **(Person-trips)** | **Saturday** | 2.00 | 9.60 | | 3.90 | | 9.40 | 240 |
| | | (trips/spectator) | (trips/dwelling unit) | | (trips/1,000 gsf) | | (trips/room) | (trips/1,000 gsf) |
| | | (5) | (2,3) | | (2,3) | | (2,3) | (2,3) |
| **Temporal Distribution:** | **AM (8-9)** | n/a | 10.0% | | 12.0% | | 8.0% | 3.0% |
| | **MD (12-1)** | n/a | 5.0% | | 15.0% | | 14.0% | 19.0% |
| | **PM (5-6)** | n/a | 11.0% | | 14.0% | | 13.0% | 10.0% |
| | **Pre-game (7-8 PM)** | n/a | 8.3% | | 4.0% | | 6.6% | 3.0% |
| | **Saturday (1-2 PM)** | 27.2% | 8.0% | | 17.0% | | 9.0% | 10.0% |
| | | (5) | (9) | | (2,18) | | (2) | (4) |
| **Modal Split:** | | **Sat** | **Weekday** | **Sat** | **AM/PM/EVE** | **MD/Sat MD** | **All Periods** | **All Periods** |
| | **Auto[10]** | 32.1% | 10.1% | 20.0% | 12.0% | 2.0% | 30.1% | 2.0% |
| | **Taxi[11]** | 6.4% | 0.2% | 0.2% | 1.0% | 1.0% | 12.3% | 3.0% |
| | **Subway** | 39.3% | 72.5% | 45.0% | 65.0% | 7.0% | 18.8% | 20.0% |
| | **LIRR** | 8.8% | 0.8% | 0.8% | 12.0% | 0.0% | 0.0% | 0.0% |
| | **Bus** | 1.7% | 5.1% | 4.0% | 6.0% | 7.0% | 5.5% | 5.0% |
| | **Charter Bus** | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | **Walk/Other** | 9.5% | 11.3% | 30.0% | 4.0% | 83.0% | 33.3% | 70.0% |
| | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | | (5,7) | (2,9) | | (2) | | (2) | (2) |
| **Vehicle Occupancy:** | | **Sat** | **All Periods** | | **All Periods** | | **All Periods** | **All Periods** |
| | **Auto** | 3.22 | 1.30 | | 1.42 | | 1.60 | 2.00 |
| | **Taxi** | 2.82 | 1.40 | | 1.42 | | 1.40 | 2.00 |
| | **Charter Bus** | 33 | ---- | | ---- | | ---- | ---- |
| | | (6) | (2) | | (2) | | (2) | (2) |
| **Directional** | | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** | **In** | **Out** |
| **Distribution:** | **AM (8-9)** | n/a | n/a | 20% | 80% | 96% | 4% | 41% | 59% | 50% | 50% |
| | **MD (12-1)** | n/a | n/a | 51% | 49% | 39% | 61% | 68% | 32% | 50% | 50% |
| | **PM (5-6)** | n/a | n/a | 65% | 35% | 5% | 95% | 59% | 41% | 50% | 50% |
| | **Pre-game (7-8 PM)** | n/a | n/a | 70% | 30% | 20% | 80% | 60% | 40% | 50% | 50% |
| | **Saturday (1-2 PM)** | 99% | 1% | 50% | 50% | 60% | 40% | 56% | 44% | 55% | 45% |
| | | (8) | (3) | | (3) | | (2) | (3) |
| **Daily Truck Trip** | **Weekday** | n/a | 0.06 | | 0.32 | | 0.06 | 0.35 |
| **Generation:** | **Saturday** | 0.15 | 0.02 | | 0.01 | | 0.01 | 0.04 |
| | | (trips/1,000 gsf) | (trips/dwelling unit) | | (trips/1,000 gsf) | | (trips/1,000 gsf) | (trips/1,000 gsf) |
| | | (8) | (2,3) | | (2,3) | | (2) | (2,3) |
| **Truck Trip** | **AM (8-9)** | n/a | 12% | | 10% | | 12% | 8% |
| **Temporal Distribution:** | **MD (12-1)** | n/a | 9% | | 11% | | 9% | 11% |
| | **PM (5-6)** | n/a | 2% | | 2% | | 0% | 2% |
| | **Pre-game (7-8 PM)** | n/a | 0% | | 2% | | 0% | 0% |
| | **Saturday (1-2 PM)** | 8% | 9% | | 11% | | 9% | 11% |

**Notes:**

(1) An attendance of 16,900 spectators is assumed, consistent with the highest attended sold-out Nets game during the 2012-2013 season.

(2) Source: *Atlantic Yards Arena and Redevelopment FEIS*, November 27, 2006

(3) Source: *City Environmental Quality Review (CEQR) Technical Manual,* Table 16-2, 2012.

(4) Source: *Downtown Brooklyn Development FEIS*, April 2004.

(5) Based on data from Barclay Center patron surveys at three weekend evening Nets games in January and February 2013 as reported in *Barclays Center TDM Effectiveness in Meeting Modal Split Objectives Technical Memorandum*, SSE, June 7, 2013.

(6) Pre-game directional distribution for arena trips assumed to be predominantly inbound.

(7) Charter bus occupancy based on data from *WTC Vehicular Security Center and Tour Bus Parking Facility EA, January 2007.*

(8) Based on FCRC data on Arena loading dock usage for a day with a high attendance Nets game.

(9) Based on data from 2007-2011 American Community Survey 5-Year Estimates. Saturday modal split adjusted to reflect anticipated higher walk and auto shares compared to a weekday.

(10) Includes rented limousines and other luxury vehicles.

(11) Includes yellow cabs and car services.

## Table 2 (continued)
## Transportation Planning Factors

**Land Use:** **Public School / IntermediateSchool**

| | | Student | Staff | Parent |
|---|---|---|---|---|
| | | (12) | (12) | (13) |
| **Trip Generation:** | **Weekday** | 2.00 | 2.00 | 4.00 |
| **(Person-trips)** | **Saturday** | 0.00 | 0.00 | 0.00 |
| | | (trips/student) | (trips/staff) | (trips/student) |
| | | (14) | (14) | (14) |
| **Temporal Distribution:** | **AM (8-9)** | 49.5% | 40.0% | 23.6% |
| | **MD (12-1)** | 0.0% | 0.0% | 0.0% |
| | **PM (5-6)** | 5.0% | 5.0% | 5.0% |
| | **Pre-game (7-8 PM)** | 0.0% | 0.0% | 0.0% |
| | **Saturday (1-2 PM)** | 0.0% | 0.0% | 0.0% |

| | | (15,16) | | (18) | (13) |
|---|---|---|---|---|---|
| **Modal Split:** | | **AM** | **PM** | **All Periods** | **All Periods** |
| | **Auto** | 19.0% | 17.0% | 12.0% | 0.0% |
| | **Taxi[11]** | 0.0% | 0.0% | 1.0% | 0.0% |
| | **Subway** | 5.3% | 4.6% | 65.0% | 0.0% |
| | **LIRR** | 0.0% | 0.0% | 12.0% | 0.0% |
| | **Bus** | 2.7% | 2.4% | 6.0% | 0.0% |
| | **School Bus** | 2.0% | 2.0% | 0.0% | 0.0% |
| | **Walk/Other** | 71.0% | 74.0% | 4.0% | 100.0% |
| | | 100.0% | 100.0% | 100.0% | 100.0% |

| | | (15) | (15) | (13) |
|---|---|---|---|---|
| | | **All Periods** | **All Periods** | **All Periods** |
| **Vehicle Occupancy:** | **Auto** | 1.75 | 1.10 | 0.00 |
| | **Taxi[11]** | 1.75 | 1.10 | 0.00 |
| | **School Bus** | 7.00 | ---- | ---- |

| | | (12) | | (12) | | (13) | |
|---|---|---|---|---|---|---|---|
| **Directional** | | **In** | **Out** | **In** | **Out** | **In** | **Out** |
| **Distribution:** | **AM (8-9)** | 100% | 0% | 100% | 0% | 50% | 50% |
| | **MD (12-1)** | 0% | 0% | 0% | 0% | 0% | 0% |
| | **PM (5-6)** | 0% | 100% | 0% | 100% | 50% | 50% |
| | **Pre-game (7-8 PM)** | 0% | 0% | 0% | 0% | 0% | 0% |
| | **Saturday (1-2 PM)** | 0% | 0% | 0% | 0% | 0% | 0% |

| | | (17) | | |
|---|---|---|---|---|
| **Daily Truck Trip** | **Weekday** | 0.03 | ---- | ---- |
| **Generation:** | **Saturday** | 0.00 | ---- | ---- |
| | | (trips/student) | | |
| | | (17) | | |
| **Truck Trip** | **AM (8-9)** | 9.6% | ---- | ---- |
| **Temporal Distribution:** | **MD (12-1)** | 11.0% | ---- | ---- |
| | **PM (5-6)** | 1.0% | ---- | ---- |
| | **Pre-game (7-8 PM)** | 0.0% | ---- | ---- |
| | **Saturday (1-2 PM)** | 0.0% | ---- | ---- |

**Notes:**

(12) Assumes one arrival in the AM and one departure in the afternoon per day for each student and staff member.

(13) Reflects a parent making two walk trips both at the start and at the end of the school day to drop-off/pickup students.

(14) Based on trip rate and temporal distribution data for a public school provided by NYCDOT.
Five percent of school trips conservatively assumed to occur in the 5-6 PM peak hour.

(15) Based on data from *Proposed PS/IS 437, Brooklyn Supplemental Environmental Studies, NYCSCA.*

(16) 2:1 subway/transit bus split based on data from the *Brownsville Ascend Charter School Transportation Assessment, 2011.*

(17) Based on data from *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS*, 2004.

(18) Source: NYCDOT Employee Commute Options Survey data for Downtown Brooklyn.

*Technical Manual* guidelines. The travel demand forecasts for local retail uses were updated from the 2006 FEIS using trip rates and temporal distributions from the 2012 *CEQR Technical Manual.*

**School**

It is proposed that approximately 100,000 gsf of public school space be developed in the base of one of the Phase II residential buildings as specified in the 2006 FEIS as mitigation for a significant adverse impact to both elementary and intermediate schools within the relevant area of the project site. Although the specific program for this proposed school has not yet been finalized, based on data from the School Construction Authority it is assumed for analysis purposes that it will contain approximately 757 seats. Of these, it is assumed that approximately 314 seats would be for elementary students, 373 would be for intermediate students, and 70 for special education students. It is also assumed that the proposed school space will be located within Building 15.

The factors used to forecast travel demand from the 100,000 gsf of school use were based on trip rates and temporal distributions provided by NYCDOT, and data from previous studies prepared for similar school projects in Brooklyn. The forecast conservatively assumes that 100 percent of students are present on a typical school day (although actual average daily attendance is typically lower). In addition, it should be noted that based on the findings of the 2006 FEIS, development of Phase I and Phase II combined will generate more than 2,400 elementary and intermediate school students at the project site. It is therefore anticipated that the 100,000 gsf of on-site school space would be used primarily by students from the Project's residential component, and that most of the student and parent trips associated with the school are already reflected in the trips forecast for the Project's residential uses. However, to be conservative, the travel demand forecast for the school use assumes that only 25 percent of school trips are linked to on-site residential demand.

**Arena**

As noted previously, weekday traffic and pedestrian counts for the SEIS transportation analyses were conducted on days when an evening Nets game was scheduled at the Arena, and therefore the Existing conditions baseline traffic and pedestrian networks reflect game-day Arena demand in the weekday peak hours. However, as no Saturday afternoon Nets games or other major events were scheduled during the count program, the Existing conditions Saturday pregame peak hour traffic and pedestrian networks do not reflect Arena demand. Travel demand from a Saturday afternoon Nets game at the Arena was therefore forecasted for use in developing the Future Without Phase II background condition.

As built, the Barclays Center Arena has a maximum capacity of 17,700 seats for a basketball game (versus the 18,000 seats assumed in the FEIS).[1] It is important to note, however, that the actual number of spectators at a Nets game is typically fewer than the number of tickets distributed. Actual attendance during the 2012-2013 season (including Playoffs) averaged approximately 14,974, and there were no games where attendance equaled the 17,700-seat capacity of the Arena. To be conservative, as well as to account for the potential for a Saturday afternoon game to attract a higher than average level of attendance, the travel demand forecast for Saturday Arena demand assumes a Nets game with 16,900 spectators. This number of spectators is consistent with the highest attended sold-out game during the 2012-2013 Season.

The Saturday pregame peak hour travel demand forecast for the Arena assumes a daily trip generation rate of two trips per seat for spectators. The temporal distribution, modal splits and vehicle occupancies of Arena trips are based on data from surveys of Arena patrons attending three weekend evening Nets games in January

[1]While there is the potential for additional seating capacity for non game events, Americans with Disabilities Act (ADA) accessibility, production equipment, and line of sight, operational and staging requirements typically limits attendance at non basketball events to under 17,700.

and February 2013. More than 600 attendees, age 16 and over, were interviewed at each game to provide a statistically significant sample, and the survey results were weighted to account for the actual distribution of attendees by broad seating sections based on ticket scan data and to account for children, who were not eligible for the survey. As arena employees typically arrive before the spectators, most if not all employee trips occur outside of the analyzed Saturday pregame peak hour for spectator demand. Arena employee trips are therefore not reflected in the travel demand forecast for the Saturday pregame peak hour.[2]

### Truck Trips

Truck trip generation rates and temporal distributions for the project's residential, office, hotel and local retail components are based on those cited in the 2012 *CEQR Technical Manual* and in the 2006 FEIS for these uses. The truck trip forecast for the Arena was derived from data on typical hourly truck arrivals at the Arena's loading area on a day with a high-attendance Nets game. These truck trips include deliveries of food and supplies, general in-house deliveries (e.g., UPS, Fed Ex, etc.), and trucks associated with television broadcasts.

## TRIP GENERATION

Travel demand forecasts for both Phase I and Phase II development are presented below. The forecast for Phase I compares the demand that would be generated by the commercial mixed-use and residential mixed-use variations.

### Phase I Development

**Tables 3 and 4** show the trip generation in peak hour person trips that would result from Phase I development at the Atlantic Yards site under the residential mixed-use and commercial mixed-use variations, respectively. A comparison of the total peak hour person trips generated by each variation is presented in **Table 5** along with the total numbers of peak hour vehicle trips (auto, taxi and truck) and person trips by transit (subway, bus and LIRR). The forecasted numbers in **Tables 3 and 4** reflect demand from the Arena only for Saturday since, as noted above, the Existing conditions baseline traffic and pedestrian networks already reflect Arena demand in the weekday peak hours. Saturday Arena demand is not included for the purposes of the comparison shown in **Table 5**, as Arena demand would be the same under both program variations.

It should be noted that the residential mixed-use variation and the commercial mixed-use variation would both displace existing land uses, including the 46,913 square feet of retail (a Modell's Sporting Goods store and a P.C. Richards consumer electronics store) currently located on Site 5. However, the travel demand forecast conservatively assumes no credit for the travel demand from these existing uses that would be displaced in the Future Without Phase II condition.

As shown in **Table 5**, the number of person trips generated by the residential mixed-use variation (inbound and outbound combined) in the Future Without Phase II would range from 2,057 in the 7-8 PM peak hour to 4,584 in the weekday midday peak hour. Person trips generated by the commercial mixed-use variation would range from 2,194 in the 7-8 PM peak hour to 6,173 in the weekday midday. As also shown in **Table 5**, the commercial mixed-use variation would generate from 7 to 39 percent more person trips than the residential mixed-use variation in the weekday peak hours. By contrast, the numbers of person trips generated by the two variations would be roughly equivalent in the Saturday pregame period, differing by only 17 trips (less than one percent).

[2] Up to 1,200 workers are employed at the Arena on a Nets game day. Approximately 30 to 40 arrive in the morning (i.e., 8-9 AM), approximately 200 more arrive during the day well before game time, and all remaining workers are typically present in the building two hours before game time (i.e., 30 minutes before the doors open to the public).

## Table 3
## Travel Demand Forecast for the Phase I Residential Mixed-Use Variation
## (Person Trips)

| | | Site 5 | | | Arena Block | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Residential/ Office/Local Retail | | | Arena[1] | | | Residential/ Office/Hotel/Local Retail | | | Total Trips | | |
| **Person Trips by Mode:** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **AM (8-9)** | **Auto** | 7 | 23 | 30 | | | | 129 | 133 | 262 | 136 | 156 | 292 |
| | **Taxi** | 3 | 3 | 6 | | | | 18 | 15 | 33 | 21 | 18 | 39 |
| | **Subway** | 60 | 174 | 234 | | | | 670 | 802 | 1,472 | 730 | 976 | 1,706 |
| | **LIRR** | 0 | 2 | 2 | | | | 86 | 11 | 97 | 86 | 13 | 99 |
| | **Bus** | 8 | 16 | 24 | | | | 63 | 64 | 127 | 71 | 80 | 151 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 82 | 100 | 182 | | | | 146 | 216 | 362 | 228 | 316 | 544 |
| | **Total** | 160 | 318 | 478 | | | | 1,112 | 1,241 | 2,353 | 1,272 | 1,559 | 2,831 |
| **MD (12-1)** | **Auto** | 21 | 20 | 41 | | | | 101 | 79 | 180 | 122 | 99 | 221 |
| | **Taxi** | 21 | 21 | 42 | | | | 44 | 35 | 79 | 65 | 56 | 121 |
| | **Subway** | 185 | 183 | 368 | | | | 423 | 411 | 834 | 608 | 594 | 1,202 |
| | **LIRR** | 1 | 1 | 2 | | | | 3 | 3 | 6 | 4 | 4 | 8 |
| | **Bus** | 37 | 37 | 74 | | | | 83 | 91 | 174 | 120 | 128 | 248 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 489 | 488 | 977 | | | | 836 | 971 | 1,807 | 1,325 | 1,459 | 2,784 |
| | **Total** | 754 | 750 | 1,504 | | | | 1,490 | 1,590 | 3,080 | 2,244 | 2,340 | 4,584 |
| **PM (5-6)** | **Auto** | 26 | 17 | 43 | | | | 144 | 181 | 325 | 170 | 198 | 368 |
| | **Taxi** | 11 | 11 | 22 | | | | 28 | 30 | 58 | 39 | 41 | 80 |
| | **Subway** | 208 | 145 | 353 | | | | 789 | 968 | 1,757 | 997 | 1,113 | 2,110 |
| | **LIRR** | 1 | 1 | 2 | | | | 12 | 101 | 113 | 13 | 102 | 115 |
| | **Bus** | 28 | 23 | 51 | | | | 74 | 95 | 169 | 102 | 118 | 220 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 274 | 264 | 538 | | | | 386 | 355 | 741 | 660 | 619 | 1,279 |
| | **Total** | 548 | 461 | 1,009 | | | | 1,433 | 1,730 | 3,163 | 1,981 | 2,191 | 4,172 |
| **Pre-game (7-8 PM)** | **Auto** | 17 | 9 | 26 | | | | 104 | 70 | 174 | 121 | 79 | 200 |
| | **Taxi** | 3 | 3 | 6 | | | | 12 | 11 | 23 | 15 | 14 | 29 |
| | **Subway** | 132 | 69 | 201 | | | | 608 | 387 | 995 | 740 | 456 | 1,196 |
| | **LIRR** | 1 | 1 | 2 | | | | 12 | 26 | 38 | 13 | 27 | 40 |
| | **Bus** | 13 | 8 | 21 | | | | 50 | 35 | 85 | 63 | 43 | 106 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 93 | 83 | 176 | | | | 180 | 130 | 310 | 273 | 213 | 486 |
| | **Total** | 259 | 173 | 432 | | | | 966 | 659 | 1,625 | 1,225 | 832 | 2,057 |
| **Saturday (1-2 PM)** | **Auto** | 34 | 33 | 67 | 2,922 | 30 | 2,952 | 161 | 152 | 313 | 3,117 | 215 | 3,332 |
| | **Taxi** | 14 | 11 | 25 | 583 | 6 | 589 | 25 | 21 | 46 | 622 | 38 | 660 |
| | **Subway** | 149 | 132 | 281 | 3,577 | 36 | 3,613 | 388 | 366 | 754 | 4,114 | 534 | 4,648 |
| | **LIRR** | 1 | 1 | 2 | 801 | 8 | 809 | 5 | 5 | 10 | 807 | 14 | 821 |
| | **Bus** | 28 | 24 | 52 | 155 | 2 | 157 | 61 | 53 | 114 | 244 | 79 | 323 |
| | **Charter Bus** | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 200 | 0 | 200 |
| | **Walk/Other** | 363 | 303 | 666 | 865 | 11 | 876 | 628 | 530 | 1,158 | 1,856 | 844 | 2,700 |
| | **Total** | 589 | 504 | 1,093 | 9,103 | 93 | 9,196 | 1,268 | 1,127 | 2,395 | 10,960 | 1,724 | 12,684 |

**Notes:**

[1]Weekday peak hour Arena travel demand is not forecasted as it is reflected in Existing condition baseline traffic and pedestrian networks.

**Table 4**
**Travel Demand Forecast for the Phase I Commercial Mixed-Use Variation**
**(Person Trips)**

| | | Site 5 | | | Arena Block | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Office/Local Retail | | | Arena[1] | | | Residential/Office/ Local Retail | | | Total Trips | | |
| **Person Trips by Mode:** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **AM (8-9)** | **Auto** | 85 | 5 | 90 | | | | 210 | 108 | 318 | 295 | 113 | 408 |
| | **Taxi** | 10 | 3 | 13 | | | | 18 | 6 | 24 | 28 | 9 | 37 |
| | **Subway** | 473 | 41 | 514 | | | | 1,193 | 764 | 1,957 | 1,666 | 805 | 2,471 |
| | **LIRR** | 83 | 3 | 86 | | | | 186 | 16 | 202 | 269 | 19 | 288 |
| | **Bus** | 47 | 7 | 54 | | | | 109 | 58 | 167 | 156 | 65 | 221 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 104 | 77 | 181 | | | | 159 | 183 | 342 | 263 | 260 | 523 |
| | **Total** | 802 | 136 | 938 | | | | 1,875 | 1,135 | 3,010 | 2,677 | 1,271 | 3,948 |
| **MD (12-1)** | **Auto** | 21 | 25 | 46 | | | | 60 | 67 | 127 | 81 | 92 | 173 |
| | **Taxi** | 25 | 27 | 52 | | | | 28 | 32 | 60 | 53 | 59 | 112 |
| | **Subway** | 162 | 176 | 338 | | | | 408 | 429 | 837 | 570 | 605 | 1,175 |
| | **LIRR** | 0 | 0 | 0 | | | | 2 | 2 | 4 | 2 | 2 | 4 |
| | **Bus** | 59 | 73 | 132 | | | | 103 | 132 | 235 | 162 | 205 | 367 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 774 | 939 | 1,713 | | | | 1,133 | 1,496 | 2,629 | 1,907 | 2,435 | 4,342 |
| | **Total** | 1,041 | 1,240 | 2,281 | | | | 1,734 | 2,158 | 3,892 | 2,775 | 3,398 | 6,173 |
| **PM (5-6)** | **Auto** | 12 | 103 | 115 | | | | 105 | 267 | 372 | 117 | 370 | 487 |
| | **Taxi** | 11 | 19 | 30 | | | | 13 | 29 | 42 | 24 | 48 | 72 |
| | **Subway** | 99 | 593 | 692 | | | | 756 | 1,559 | 2,315 | 855 | 2,152 | 3,007 |
| | **LIRR** | 5 | 96 | 101 | | | | 18 | 217 | 235 | 23 | 313 | 336 |
| | **Bus** | 21 | 66 | 87 | | | | 67 | 147 | 214 | 88 | 213 | 301 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 255 | 285 | 540 | | | | 339 | 361 | 700 | 594 | 646 | 1,240 |
| | **Total** | 403 | 1,162 | 1,565 | | | | 1,298 | 2,580 | 3,878 | 1,701 | 3,742 | 5,443 |
| **Pre-game (7-8 PM)** | **Auto** | 8 | 25 | 33 | | | | 86 | 83 | 169 | 94 | 108 | 202 |
| | **Taxi** | 3 | 5 | 8 | | | | 5 | 8 | 13 | 8 | 13 | 21 |
| | **Subway** | 53 | 147 | 200 | | | | 599 | 515 | 1,114 | 652 | 662 | 1,314 |
| | **LIRR** | 6 | 23 | 29 | | | | 19 | 53 | 72 | 25 | 76 | 101 |
| | **Bus** | 8 | 17 | 25 | | | | 47 | 46 | 93 | 55 | 63 | 118 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 78 | 84 | 162 | | | | 154 | 122 | 276 | 232 | 206 | 438 |
| | **Total** | 156 | 301 | 457 | | | | 910 | 827 | 1,737 | 1,066 | 1,128 | 2,194 |
| **Saturday (1-2 PM)** | **Auto** | 12 | 10 | 22 | 2,922 | 30 | 2,952 | 130 | 126 | 256 | 3,064 | 166 | 3,230 |
| | **Taxi** | 15 | 12 | 27 | 583 | 6 | 589 | 17 | 14 | 31 | 615 | 32 | 647 |
| | **Subway** | 102 | 82 | 184 | 3,577 | 36 | 3,613 | 367 | 344 | 711 | 4,046 | 462 | 4,508 |
| | **LIRR** | 0 | 0 | 0 | 801 | 8 | 809 | 5 | 5 | 10 | 806 | 13 | 819 |
| | **Bus** | 32 | 25 | 57 | 155 | 2 | 157 | 66 | 55 | 121 | 253 | 82 | 335 |
| | **Charter Bus** | 0 | 0 | 0 | 200 | 0 | 200 | 0 | 0 | 0 | 200 | 0 | 200 |
| | **Walk/Other** | 437 | 340 | 777 | 865 | 11 | 876 | 723 | 586 | 1,309 | 2,025 | 937 | 2,962 |
| | **Total** | 598 | 469 | 1,067 | 9,103 | 93 | 9,196 | 1,308 | 1,130 | 2,438 | 11,009 | 1,692 | 12,701 |

**Notes:**
[1]Weekday peak hour Arena travel demand is not forecasted as it is reflected in Existing condition baseline traffic and pedestrian networks.

**Table 5**
**Comparison of Phase I Peak Hour Travel**
**Residential Variation vs. Commercial Variation**

**Person Trips**

| Peak Hour | Residential Variation | Commercial Variation | Net Difference | % Difference |
|---|---|---|---|---|
| 8-9 AM | 2,831 | 3,948 | (1,117) | (39%) |
| 12-1 PM (midday) | 4,584 | 6,173 | (1,589) | (35%) |
| 5-6 PM | 4,172 | 5,443 | (1,271) | (30%) |
| 7-8 PM (pregame) | 2,057 | 2,194 | (137) | (7%) |
| Saturday 1-2 PM | 3,488 | 3,505 | (17) | (<1%) |

**Vehicle Trips (Auto/Taxi/Truck)**

| Peak Hour | Residential Variation | Commercial Variation | Net Difference | % Difference |
|---|---|---|---|---|
| 8-9 AM | 278 | 382 | (104) | (37%) |
| 12-1 PM (midday) | 268 | 258 | 10 | 4% |
| 5-6 PM | 339 | 427 | (88) | (26%) |
| 7-8 PM (pregame) | 177 | 175 | 2 | 1% |
| Saturday 1-2 PM | 351 | 259 | 92 | 26% |

**Transit Trips (Subway/Bus/LIRR)**

| Peak Hour | Residential Variation | Commercial Variation | Net Difference | % Difference |
|---|---|---|---|---|
| 8-9 AM | 1,956 | 2,980 | (1,024) | (52%) |
| 12-1 PM (midday) | 1,458 | 1,546 | (88) | (6%) |
| 5-6 PM | 2,445 | 3,644 | (1,199) | (49%) |
| 7-8 PM (pregame) | 1,342 | 1,533 | (191) | (14%) |
| Saturday 1-2 PM | 1,213 | 1,083 | 130 | 11% |

Note: The trip totals shown in the table include demand from Phase I residential, office, hotel and retail uses; Arena demand is not included.

The numbers of peak hour vehicle and transit trips that would be generated by the residential mixed-use variation and the commercial mixed-use variation in the Future Without Phase II are also summarized in **Table 5**, and are shown in detail in **Tables 6 and 7**, respectively. The commercial mixed-use variation would generate a greater number of vehicle trips in the weekday AM peak hour (37 percent more) and 5-6 PM peak hour (26 percent more); however, the residential mixed-use variation would generate four percent (10) more vehicle trips in the weekday midday peak hour and 26 percent (92) more vehicle trips in the Saturday pregame peak hour. During the weekday 7-8 PM pregame peak hour, the numbers of vehicle trips generated by the two variations would be roughly equivalent, differing by only two trips. Lastly, the commercial mixed-use variation would generate a greater number of transit trips (6 to 52 percent more) in the weekday peak hours, while the residential mixed-use variation would generate 11 percent (130) more transit trips in the Saturday pregame peak hour.

As demonstrated by the data in **Table 5**, the commercial mixed-use variation for Phase I development would generate a higher level of total travel demand (from 7 to 39 percent higher) compared to the residential mixed-use variation during the weekday peak hours. While the numbers of person trips during the Saturday pregame peak hour would be roughly equivalent between the two variations, the residential mixed-use variation would generate greater numbers of vehicle trips (26 percent more) and transit trips (11 percent more) than the

## Table 6
## Travel Demand Forecast for the Phase I Residential Mixed-Use Variation (Vehicle Trips)

| | | Site 5 | | | Arena Block | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Residential/ Office/Local Retail | | | Arena[1] | | | Residential/ Office/Hotel/Local Retail | | | Total Trips | | |
| **Peak Hour Vehicle Trips** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **AM (8-9)** | **Auto** | 5 | 17 | 22 | | | | 90 | 98 | 188 | 95 | 115 | 210 |
| | **Taxi [2]** | 3 | 3 | 6 | | | | 16 | 16 | 32 | 19 | 19 | 38 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 2 | 2 | 4 | | | | 13 | 13 | 26 | 15 | 15 | 30 |
| | **Total** | **10** | **22** | **32** | | | | **119** | **127** | **246** | **129** | **149** | **278** |
| **MD (12-1 PM)** | **Auto** | 12 | 12 | 24 | | | | 67 | 53 | 120 | 79 | 65 | 144 |
| | **Taxi [2]** | 15 | 15 | 30 | | | | 34 | 34 | 68 | 49 | 49 | 98 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 2 | 2 | 4 | | | | 11 | 11 | 22 | 13 | 13 | 26 |
| | **Total** | **29** | **29** | **58** | | | | **112** | **98** | **210** | **141** | **127** | **268** |
| **PM (5-6 PM)** | **Auto** | 19 | 12 | 31 | | | | 103 | 127 | 230 | 122 | 139 | 261 |
| | **Taxi [2]** | 8 | 8 | 16 | | | | 29 | 29 | 58 | 37 | 37 | 74 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | | | | 2 | 2 | 4 | 2 | 2 | 4 |
| | **Total** | **27** | **20** | **47** | | | | **134** | **158** | **292** | **161** | **178** | **339** |
| **Pre-Game (7-8 PM)** | **Auto** | 13 | 6 | 19 | | | | 76 | 50 | 126 | 89 | 56 | 145 |
| | **Taxi [2]** | 3 | 3 | 6 | | | | 12 | 12 | 24 | 15 | 15 | 30 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| | **Total** | **16** | **9** | **25** | | | | **89** | **63** | **152** | **105** | **72** | **177** |
| **Saturday (1-2 PM)** | **Auto** | 24 | 23 | 47 | 907 | 9 | 916 | 116 | 112 | 228 | 1,047 | 144 | 1,191 |
| | **Taxi [2]** | 10 | 10 | 20 | 196 | 196 | 392 | 27 | 27 | 54 | 233 | 233 | 466 |
| | **Charter Bus** | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 6 |
| | **Truck** | 0 | 0 | 0 | 4 | 4 | 8 | 1 | 1 | 2 | 5 | 5 | 10 |
| | **Total** | **34** | **33** | **67** | **1,113** | **209** | **1,322** | **144** | **140** | **284** | **1,291** | **382** | **1,673** |

**Notes:**

[1] Weekday peak hour Arena travel demand is not forecasted as it is reflected in Existing condition baseline traffic and pedestrian networks.

[2] Balanced taxi trips shown.

**Table 7**
**Travel Demand Forecast for the Phase I Commercial Mixed-Use Variation**
**(Vehicle Trips)**

| | | Site 5 | | | Arena Block | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Office/Local Retail | | | Arena[1] | | | Residential/Office/ Local Retail | | | Total Trips | | |
| **Peak Hour Vehicle Trips** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **AM (8-9)** | **Auto** | 60 | 3 | 63 | | | | 150 | 81 | 231 | 210 | 84 | 294 |
| | **Taxi [2]** | 7 | 7 | 14 | | | | 13 | 13 | 26 | 20 | 20 | 40 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 6 | 6 | 12 | | | | 18 | 18 | 36 | 24 | 24 | 48 |
| | **Total** | **73** | **16** | **89** | | | | **181** | **112** | **293** | **254** | **128** | **382** |
| **MD (12-1 PM)** | **Auto** | 12 | 15 | 27 | | | | 41 | 46 | 87 | 53 | 61 | 114 |
| | **Taxi [2]** | 20 | 20 | 40 | | | | 27 | 27 | 54 | 47 | 47 | 94 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 7 | 7 | 14 | | | | 18 | 18 | 36 | 25 | 25 | 50 |
| | **Total** | **39** | **42** | **81** | | | | **86** | **91** | **177** | **125** | **133** | **258** |
| **PM (5-6 PM)** | **Auto** | 8 | 72 | 80 | | | | 78 | 189 | 267 | 86 | 261 | 347 |
| | **Taxi [2]** | 14 | 14 | 28 | | | | 22 | 22 | 44 | 36 | 36 | 72 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 1 | 1 | 2 | | | | 3 | 3 | 6 | 4 | 4 | 8 |
| | **Total** | **23** | **87** | **110** | | | | **103** | **214** | **317** | **126** | **301** | **427** |
| **Pre-Game (7-8 PM)** | **Auto** | 5 | 17 | 22 | | | | 65 | 60 | 125 | 70 | 77 | 147 |
| | **Taxi [2]** | 4 | 4 | 8 | | | | 7 | 7 | 14 | 11 | 11 | 22 |
| | **Charter Bus** | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 1 | 1 | 2 | | | | 2 | 2 | 4 | 3 | 3 | 6 |
| | **Total** | **10** | **22** | **32** | | | | **74** | **69** | **143** | **84** | **91** | **175** |
| **Saturday (1-2 PM)** | **Auto** | 7 | 5 | 12 | 907 | 9 | 916 | 96 | 95 | 191 | 1,010 | 109 | 1,119 |
| | **Taxi [2]** | 11 | 11 | 22 | 201 | 201 | 402 | 16 | 16 | 32 | 228 | 228 | 456 |
| | **Charter Bus** | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 6 |
| | **Truck** | 0 | 0 | 0 | 4 | 4 | 8 | 1 | 1 | 2 | 5 | 5 | 10 |
| | **Total** | **18** | **16** | **34** | **1,118** | **214** | **1,332** | **113** | **112** | **225** | **1,249** | **342** | **1,591** |

**Notes:**
[1] Weekday peak hour Arena travel demand is not forecasted as it is reflected in Existing condition baseline traffic and pedestrian networks.
[2] Balanced taxi trips shown.

commercial mixed-use variation during this period. Therefore, the commercial mixed-use variation is assumed for Phase I development for the weekday transportation analyses, while the residential mixed-use variation is assumed for the Saturday analyses. This approach, which is consistent with the analysis methodology in the 2006 FEIS, can be considered conservative as it results in generally higher levels of background transportation demand for the Future Without Phase II condition.

As shown in **Table 4**, under the commercial mixed-use variation, new subway trips from Phase I development (excluding Arena demand which is accounted for in the Existing condition) are expected to total 2,471, 3,007 and 1,314 during the analyzed weekday 8-9 AM, 5-6 PM and 7-8 PM peak hours, respectively. New local bus trips would total 221 and 301 during the weekday 8-9 AM and 5-6 PM peak hours analyzed for potential bus impacts, and new weekday peak hour trips on the Long Island Rail Road would range from four (in the midday peak hour) to 336 (in the 5-6 PM peak hour).

As shown in **Table 7**, under the commercial mixed-use variation, Phase I (excluding the Arena) is expected to add from 114 to 347 auto trips to the study area street system in each weekday peak hour, and from 22 to 94 new taxi trips. Peak hour truck trips would increase by from 6 to 50 in each weekday peak hour. (These volumes exclude Arena demand which, as noted previously, is already reflected in the weekday existing

baseline networks.) As shown in **Table 6**, on Saturdays, under the residential mixed-use variation, Phase I development would add an estimated 1,191 auto, 466 taxi, six charter bus and ten truck trips to the street system in the 1-2 PM pregame peak hour compared to Existing conditions. (As discussed above, the forecast of Phase I vehicle trips in the Saturday peak hour includes projected demand from an afternoon Nets game at the Arena.) It should be noted that the numbers of taxi trips shown in **Tables 6 and 7** have been balanced to reflect the fact that some taxis arriving with passengers would depart with new passengers. Given the project site's location in proximity to the Downtown Brooklyn Central Business District (CBD) and immediately adjacent to a major inter-modal facility (the LIRR's Atlantic Terminal and the Atlantic Avenue – Barclays Center subway station complex), it is assumed that 50 percent of taxis arriving with passengers will be available to pick up departing passengers, consistent with the analysis in the 2006 FEIS.

**Phase II Development**

**Tables 8 and 9** show the trip generation in peak hour person and vehicle trips, respectively, that would result from Phase II development at the Atlantic Yards site. As noted previously, it is conservatively assumed that the maximum number of dwelling units allowed by the 2009 MGPP (6,430 dwelling units) would be built on the Project site. Consequently, the proposed number of dwelling units that would be constructed in Phase II would total 4,508 under the residential mixed-use scenario and 4,932 under the commercial mixed-use scenario. However, to be conservative, the transportation analyses for the SEIS assess the potential effects of the development of 4,932 dwelling units in Phase II. Therefore, the transportation analyses for the residential mixed-use variation over-count the total population of the Project and reflect a conservative analysis by assuming a number of dwelling units (6,854) greater than the maximum number of dwelling units allowed by the 2009 MGPP (6,430), and therefore greater than the number that would actually be built.

As shown in **Table 8**, the total number of person trips generated by Phase II development (inbound and outbound combined) would range from 4,030 in the weekday 7-8 PM peak hour to 6,873 in the weekday 5-6 PM peak hour. New subway trips are expected to total 3,119, 3,665 and 2,540 during the analyzed weekday 8-9 AM, 5-6 PM and 7-8 PM peak hours, respectively. New local bus trips would total 259 and 345 during the weekday 8-9 AM and 5-6 PM peak hours analyzed for potential bus impacts. New weekday peak hour trips by Long Island Rail Road would range from 17 (in the midday peak hour) to 43 (in the 8-9 AM peak hour). Walk-only trips would total 1,477, 3,415, 2,243, 878 and 3,103 during the weekday 8-9 AM, 5-6 PM and 7-8 PM and Saturday 1-2 PM peak hours, respectively.

As shown in **Table 9**, vehicle trips generated by Phase II development would total 519, 338, 446, 281 and 689 during the analyzed weekday 8-9 AM, 12-1 PM, 5-6 PM and 7-8 PM and Saturday 1-2 PM peak hours, respectively. Auto trips during these periods would range from 200 (in the weekday midday peak hour) to 609 (in the Saturday pregame peak hour), while taxi trips would range from 18 (in the weekday 7-8 PM peak hour) to 102 (in the weekday midday peak hour). Truck trips would range from none (in the weekday 7-8 PM peak hour) to 42 (in the weekday AM peak hour).

**PARKING DEMAND**

The SEIS includes updated parking forecasts for Phase I and Phase II development to assess whether on-site parking capacity would remain sufficient to accommodate all of the anticipated demand from the Project's commercial, residential and public school components under the Extended Build-Out Scenario. The parking forecasts assume the development of a total of 6,430 dwelling units on the Project site with full build-out of the Project in 2035, as this is the maximum number of dwelling units allowed by the 2009 MGPP. In addition, as previously discussed, the Barclays Center Arena has been completed and is considered part of the Future Without Phase II background condition for the purposes of the transportation analyses. However, as fewer on-site parking spaces are now expected to be provided for Arena patrons than were assumed in the 2006 FEIS, the SEIS also examines future off-street public parking supply and demand within ½-mile of the Arena to

# Table 8
# Travel Demand Forecast for Phase II
# (Person Trips)

| Component: | | Residential 4,486,084 gsf 4,932 D.U. | | | Local Retail [1] 156,007 gsf | | | P.S./I.S. [2,3] 757 students | | | P.S./I.S. [4] 108 staff | | | P.S./I.S. [2,3,5] 171 parents | | | Total Trips | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Trips:** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **Trips by Mode:** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **AM (8-9)** | **Auto** | 80 | 323 | 403 | 8 | 8 | 16 | 107 | 0 | 107 | 10 | 0 | 10 | 0 | 0 | 0 | 205 | 331 | 536 |
| | **Taxi** | 1 | 7 | 8 | 12 | 12 | 24 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 14 | 19 | 33 |
| | **Subway** | 578 | 2,311 | 2,889 | 72 | 72 | 144 | 30 | 0 | 30 | 56 | 0 | 56 | 0 | 0 | 0 | 736 | 2,383 | 3,119 |
| | **LIRR** | 7 | 26 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 17 | 26 | 43 |
| | **Bus** | 41 | 162 | 203 | 18 | 18 | 36 | 15 | 0 | 15 | 5 | 0 | 5 | 0 | 0 | 0 | 79 | 180 | 259 |
| | **School Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| | **Walk/Other** | 89 | 360 | 449 | 252 | 252 | 504 | 399 | 0 | 399 | 3 | 0 | 3 | 61 | 61 | 122 | 804 | 673 | 1,477 |
| | **Total** | 796 | 3,189 | 3,985 | 362 | 362 | 724 | 562 | 0 | 562 | 85 | 0 | 85 | 61 | 61 | 122 | 1,866 | 3,612 | 5,478 |
| **MD (12-1)** | **Auto** | 103 | 98 | 201 | 46 | 46 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 144 | 293 |
| | **Taxi** | 3 | 3 | 6 | 69 | 69 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 72 | 144 |
| | **Subway** | 736 | 707 | 1,443 | 456 | 456 | 912 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,192 | 1,163 | 2,355 |
| | **LIRR** | 9 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 17 |
| | **Bus** | 52 | 50 | 102 | 115 | 115 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 165 | 332 |
| | **School Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 115 | 110 | 225 | 1,595 | 1,595 | 3,190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,710 | 1,705 | 3,415 |
| | **Total** | 1,018 | 976 | 1,994 | 2,281 | 2,281 | 4,562 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,299 | 3,257 | 6,556 |
| **PM (5-6)** | **Auto** | 287 | 154 | 441 | 24 | 24 | 48 | 0 | 10 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 311 | 189 | 500 |
| | **Taxi** | 6 | 3 | 9 | 37 | 37 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 40 | 83 |
| | **Subway** | 2,065 | 1,112 | 3,177 | 239 | 239 | 478 | 0 | 3 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 2,304 | 1,361 | 3,665 |
| | **LIRR** | 23 | 12 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 23 | 13 | 36 |
| | **Bus** | 146 | 77 | 223 | 60 | 60 | 120 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 206 | 139 | 345 |
| | **School Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | **Walk/Other** | 323 | 174 | 497 | 839 | 839 | 1,678 | 0 | 42 | 42 | 0 | 0 | 0 | 13 | 13 | 26 | 1,175 | 1,068 | 2,243 |
| | **Total** | 2,850 | 1,532 | 4,382 | 1,199 | 1,199 | 2,398 | 0 | 57 | 57 | 0 | 10 | 10 | 13 | 13 | 26 | 4,062 | 2,811 | 6,873 |
| **Pregame (7-8 PM)** | **Auto** | 234 | 100 | 334 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 108 | 350 |
| | **Taxi** | 4 | 3 | 7 | 12 | 12 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 31 |
| | **Subway** | 1,677 | 719 | 2,396 | 72 | 72 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,749 | 791 | 2,540 |
| | **LIRR** | 18 | 8 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 26 |
| | **Bus** | 118 | 51 | 169 | 18 | 18 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 69 | 205 |
| | **School Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 262 | 112 | 374 | 252 | 252 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 | 364 | 878 |
| | **Total** | 2,313 | 993 | 3,306 | 362 | 362 | 724 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,675 | 1,355 | 4,030 |
| **Saturday (1-2 PM)** | **Auto** | 378 | 378 | 756 | 32 | 25 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 | 403 | 813 |
| | **Taxi** | 3 | 3 | 6 | 46 | 37 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 40 | 89 |
| | **Subway** | 853 | 853 | 1,706 | 308 | 252 | 560 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,161 | 1,105 | 2,266 |
| | **LIRR** | 15 | 15 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 30 |
| | **Bus** | 76 | 76 | 152 | 78 | 62 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 138 | 292 |
| | **School Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 568 | 568 | 1,136 | 1,082 | 885 | 1,967 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,650 | 1,453 | 3,103 |
| | **Total** | 1,893 | 1,893 | 3,786 | 1,546 | 1,261 | 2,807 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,439 | 3,154 | 6,593 |

**Notes:**

[1] Local retail travel demand assumes 75% of trips are not linked trips and are new to the study area.

[2] P.S./I.S. travel demand assumes 75% of trips are not linked trips and are new to the study area.

[3] P.S./I.S. travel demand assumes 100% student attendance on a typical school day.

[4] P.S./I.S. travel demand assumes one staff per seven seats based on data from *Proposed PS/IS 437, Brooklyn, Supplemental Environmental Studies, NYSCA.*

[5] P.S./I.S. travel demand assumes 344 P.S. students and a student to parent ratio of 1 to 0.7 for walk trips based on Oct. 2012 survey data from P.S. 35 in Queens.

Numbers may not sum due to rounding.

## Table 9
## Travel Demand Forecast for Phase II
## (Vehicle Trips)

| Component: | | Residential 4,486,084 gsf 4,932 D.U. | | | Local Retail [1] 156,007 gsf | | | P.S./I.S. [2,3] 757 students | | | P.S./I.S. [4,6] 108 staff | | | Total Trips | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Vehicle Trips** | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **AM (8-9)** | **Auto** | 62 | 248 | 310 | 3 | 3 | 6 | 61 | 61 | 122 | 9 | 2 | 11 | 135 | 314 | 449 |
| | **Taxi[5]** | 3 | 3 | 6 | 8 | 8 | 16 | 0 | 0 | 0 | 1 | 1 | 2 | 12 | 12 | 24 |
| | **School Bus[5]** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 4 |
| | **Truck** | 17 | 17 | 34 | 3 | 3 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 21 | 21 | 42 |
| | **Total** | **82** | **268** | **350** | **14** | **14** | **28** | **64** | **64** | **128** | **10** | **3** | **13** | **170** | **349** | **519** |
| **MD (12-1 PM)** | **Auto** | 78 | 76 | 154 | 23 | 23 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 99 | 200 |
| | **Taxi[5]** | 0 | 0 | 0 | 51 | 51 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 51 | 102 |
| | **School Bus[5]** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 14 | 14 | 28 | 3 | 3 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 18 | 18 | 36 |
| | **Total** | **92** | **90** | **182** | **77** | **77** | **154** | **1** | **1** | **2** | **0** | **0** | **0** | **170** | **168** | **338** |
| **PM (5-6 PM)** | **Auto** | 221 | 118 | 339 | 12 | 12 | 24 | 6 | 6 | 12 | 0 | 1 | 1 | 239 | 137 | 376 |
| | **Taxi[5]** | 5 | 5 | 10 | 27 | 27 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 64 |
| | **School Bus[5]** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| | **Total** | **229** | **126** | **355** | **39** | **39** | **78** | **6** | **6** | **12** | **0** | **1** | **1** | **274** | **172** | **446** |
| **Pre-Game (7-8 PM)** | **Auto** | 180 | 77 | 257 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 80 | 263 |
| | **Taxi[5]** | 2 | 2 | 4 | 7 | 7 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 18 |
| | **School Bus[5]** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | **182** | **79** | **261** | **10** | **10** | **20** | **0** | **0** | **0** | **0** | **0** | **0** | **192** | **89** | **281** |
| **Saturday (1-2 PM)** | **Auto** | 291 | 291 | 582 | 15 | 12 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 306 | 303 | 609 |
| | **Taxi[5]** | 4 | 4 | 8 | 33 | 33 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 37 | 74 |
| | **School Bus[5]** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| | **Total** | **298** | **298** | **596** | **48** | **45** | **93** | **0** | **0** | **0** | **0** | **0** | **0** | **346** | **343** | **689** |

**Notes:**

(1) Local retail travel demand assumes 75% of trips are not linked trips and are new to the study area.

(2) P.S./I.S. travel demand assumes 75% of trips are not linked trips and are new to the study area.

(3) P.S./I.S. travel demand assumes 100% student attendance on a typical school day.

(4) P.S./I.S. travel demand assumes one staff/seven seats based on data from *Proposed PS/IS 437, Brooklyn, Supplemental Environmental Studies, NYSCA.*

(5) Balanced taxi and school bus trips shown. Student auto trips balanced to reflect drop-offs.

(6) School staff auto trips assume that 25% are drop-offs based on data from *Proposed PS/IS 437, Brooklyn, Supplemental Environmental Studies, NYSCSA.*

assess whether there would be sufficient parking capacity in off-site public parking facilities to accommodate Arena demand in 2035. The analysis focuses on the weekday evening and Saturday afternoon Nets game-time periods, which are the peak periods for Arena parking demand.

A residential parking demand rate of 0.4 spaces per dwelling unit was used in the 2006 FEIS based on auto ownership data from the 2000 Census for 11 census tracts encompassing the project site and its vicinity. It was also consistent with the area's prevailing zoning at that time which typically included a minimum off-street accessory parking requirement of 40 percent for residential units. However, more recent data show substantially lower rates of auto ownership and residential parking demand in Downtown Brooklyn immediately to the north of the project site. For example, data from a survey of six off-street public parking facilities located in residential buildings in the vicinity of Downtown Brooklyn found average rates of overnight monthly parking by building residents of 0.15 spaces per dwelling unit for rental properties and 0.20 spaces per D.U. for owner-occupied residences. This is consistent with 2008-2012 ACS data which indicate that Downtown Brooklyn residents have relatively low rates of car ownership (approximately 0.22 autos per household). Consequently, in December 2012 the City Council adopted the Downtown Brooklyn Parking Text Amendment to zoning in the Special Downtown Brooklyn District. This text amendment reduced the amount of parking that new residential developments are required to provide (from 0.4 spaces per market-rate dwelling unit to 0.2 spaces, and no parking requirement for affordable housing units) in order to better reflect actual parking demand in the area. Given that the residential buildings planned under the Project would be similar to those developed in recent years within the Special Downtown Brooklyn District immediately to the north of the project site, the characteristics of parking demand are also expected to be similar. Parking demand generated by new Phase I and Phase II residential development in the SEIS is therefore conservatively forecast based on a rate of 0.2 spaces per dwelling unit for both market rate and affordable housing. Parking demand from new hotel space is forecast assuming a rate of 0.20 spaces per room overnight, consistent with the 2006 FGEIS. Parking demand from new office and retail space are derived from the forecasts of daily auto trips for these uses. The estimates of Arena parking demand are based on data from surveys of the travel characteristics of Barclays Center Arena patrons attending Nets games

To accommodate projected parking demand, it is proposed that in the Future With Phase II a total of 2,896 permanent spaces would be provided in parking garages located on Site 5, the Arena Block and Blocks 1120, 1128 and 1129 under both the residential mixed-use and commercial mixed-used variations. These shared parking facilities would service demand from all project components—residential, commercial, retail, hotel, public school and Arena. Office, retail and public school demand would peak in the midday period and decline during the afternoon and evening, allowing for additional capacity to be used for residential and hotel demand (which typically peak in the overnight) and for demand from the Arena.

## TRIP ASSIGNMENT

### Auto/Taxi

The distribution of auto and taxi[3] trips for each project component (office, residential, hotel, local retail, public school and Arena) by borough/county or region is shown in **Table 10**. The distributions for office, residential and hotel uses were based data from *2006-2010 ACS 5-Year Estimates*, while the assignment for Saturday pregame trips from the Arena component was based on data from the 2013 surveys of Arena patrons attending Nets games. (As noted previously, Arena demand during other analyzed peak hours is already reflected in the 2013 count data used to develop the Existing conditions baseline traffic networks.) As the Project's retail component is expected to consist primarily of local retail uses serving the surrounding worker

[3] Includes yellow cabs and car services.

**Table 10**
**Auto, Taxi and Subway Trip Assignment Patterns**

**Auto Trips**

| Land Use | Bronx | Brooklyn | Manhattan | Queens | Staten Island | Long Island | West/Put/Duc | Conn | Rock/Org | New Jersey | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Office/School (Staff) | 3.0% | 44.5% | 2.0% | 19.0% | 8.5% | 12.0% | 2.5% | 0.0% | 1.0% | 7.5% | 100.0% |
| Residential/Hotel | 3.5% | 52.0% | 21.0% | 10.0% | 0.0% | 6.5% | 3.0% | 0.0% | 0.5% | 3.5% | 100.0% |
| Local Retail/School (Students) | 0.0% | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Arena (Saturday) | 3.0% | 27.7% | 7.5% | 14.3% | 7.4% | 12.1% | 5.7% | 3.1% | 1.2% | 18.0% | 100.0% |

**Taxi Trips**

| Land Use | Bronx | Brooklyn | Manhattan | Queens | Staten Island | Long Island | West/Put/Duc | Conn | Rock/Org | New Jersey | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Office/School (Staff) | 3.0% | 44.5% | 2.0% | 19.0% | 8.5% | 12.0% | 2.5% | 0.0% | 1.0% | 7.5% | 100.0% |
| Residential/Hotel | 3.5% | 52.0% | 21.0% | 10.0% | 0.0% | 6.5% | 3.0% | 0.0% | 0.5% | 3.5% | 100.0% |
| Local Retail/School (Students) | 0.0% | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Arena (Saturday) | 1.0% | 57.28% | 28.7% | 4.2% | 0.7% | 1.0% | 0.5% | 1.0% | 0.0% | 5.6% | 100.0% |

**Subway Trips**

| Land Use | Bronx | Brooklyn | Manhattan | Queens | Staten Island | Long Island | West/Put/Duc | Conn | Rock/Org | New Jersey | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Office/School (Staff) | 8.0% | 62.6% | 11.1% | 15.0% | 0.6% | 0.6% | 0.3% | 0.0% | 0.0% | 1.8% | 100.0% |
| Residential/Hotel | 1.6% | 13.8% | 79.2% | 3.3% | 0.0% | 0.3% | 0.1% | 0.1% | 0.0% | 1.6% | 100.0% |
| Local Retail/School (Students) | 0.0% | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

and residential populations, all of its trips are expected to be local Brooklyn-based. The distribution of vehicle trips by staff employed at the Project's public school component is expected to be similar to office workers, while student trips are expected to be primarily Brooklyn-based.

Auto and taxi trips from Phase I and Phase II development were assigned to the primary corridors providing access to and from the project site based on the assignment patterns used for the 2006 FEIS. These assignment patterns were based on origin or destination as well as the most direct routes to major access points such as the Brooklyn-Queens Expressway and Brooklyn and Manhattan bridges. The auto and taxi trip assignment patterns along the corridors providing access to Site 5 and the Arena Block are illustrated in **Appendix B**, while the assignments for auto and taxi trips en route to and from Blocks 1120, 1121, 1128 and 1129 are provided in **Appendix C**. The assignments of auto and taxi (as well as truck) trips take into account changes to the study area traffic network that have occurred since the 2006 FEIS (see above), as well as any changes expected to occur by the 2035 Build year as a result of discrete developments and initiatives by NYCDOT and other agencies.

Auto trips destined to or from the Project's residential and commercial components were assigned to the on-site parking facilities expected to be provided in each phase of the Project as it is anticipated that sufficient capacity would be provided in on-site facilities to accommodate all non-arena demand from both Phase I and Phase II. For traffic assignment purposes, it was assumed that approximately 300 parking spaces would also be available on-site to accommodate a portion of the parking demand from the Arena. Arena demand would also be accommodated at other off-street public parking facilities located in the vicinity. The assignment of Saturday Arena auto trips was based on data from surveys of spectators at Nets games at the Arena and reflects this distribution of trips to both on-site and off-site parking facilities.

### Truck

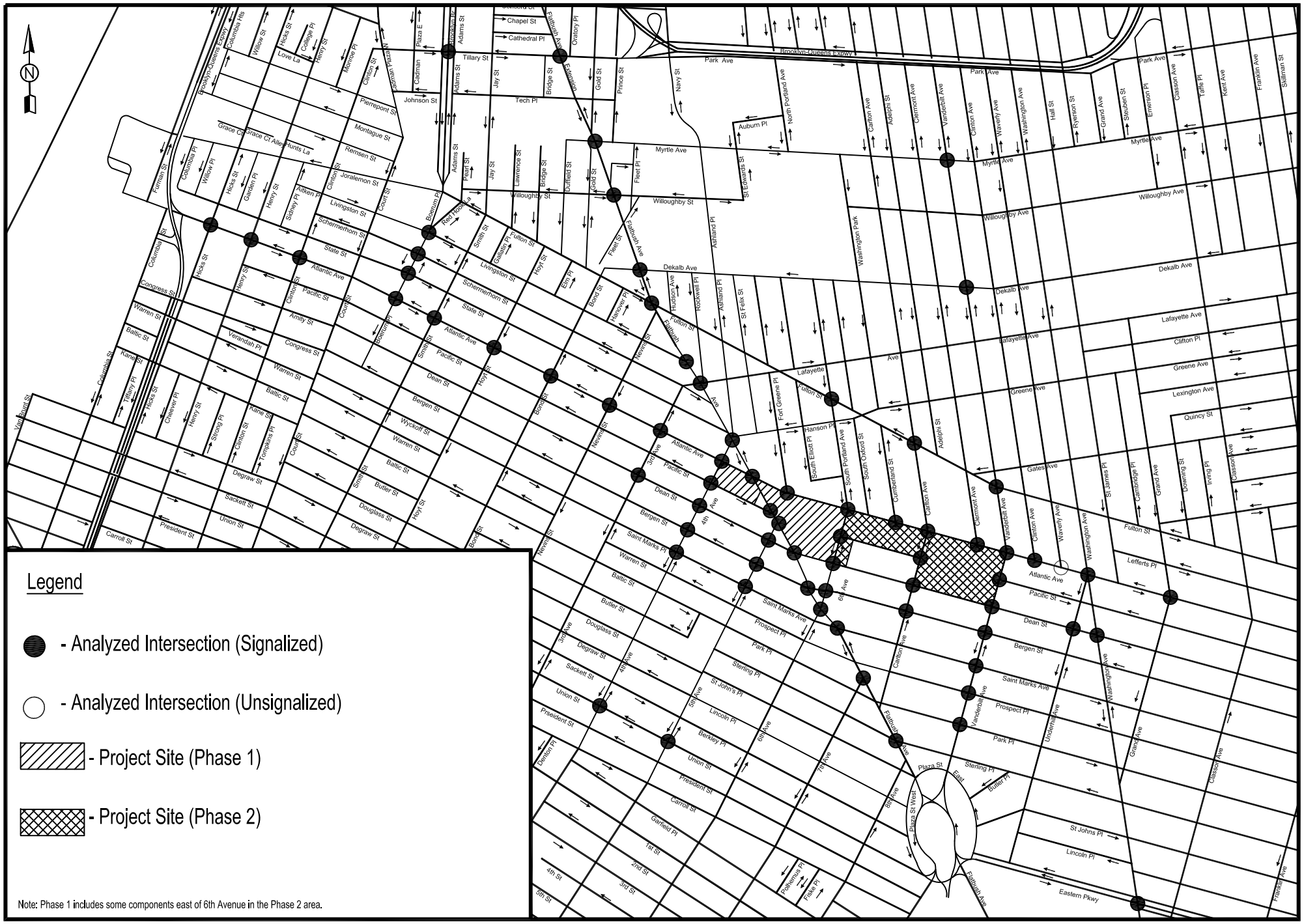
Truck trips en route to and from Phase I and Phase II development were assigned to designated local and through truck routes providing access to the project site. These include Atlantic, Flatbush, Third, and Fourth Avenues, and portions of Fifth Avenue and Bergen Street.

### Transit/Pedestrian

The distribution of Project-generated subway trips for the office, residential, hotel, local retail and school components by borough/county or region is shown in **Table 10**. As was the case for auto and taxi trips, the distributions for these Project components were based on data from *2006-2010 ACS 5-Year Estimates*. (Demand from the Arena during the analyzed weekday peak hours is already reflected in the 2013 count data used to develop the Existing conditions baseline.) Project-generated bus and walk trips are assumed to be local within Brooklyn. Trips by commuter rail (i.e., Long Island Rail Road) are assumed to have origins or destinations primarily in Nassau or Suffolk counties. The distribution of subway trips by staff employed at the Project's public school component is expected to be similar to office workers, while student trips are expected to be primarily Brooklyn-based.

## TRAFFIC STUDY AREA

As shown in **Figure 3**, the traffic study area, which extends upwards of 1.2 miles from the project site, is bounded on the north by Tillary Street/Myrtle Avenue, on the south by Eastern Parkway/Union Street, on the east by Grand Avenue, and on the west by Hicks Street. The study area encompasses a total of 71 of the 93 intersections analyzed in the 2006 FEIS. These intersections were selected for analysis in the SEIS as they are locations where development of Phase II is expected to result in the addition of 50 or more peak hour vehicle trips based on the FEIS, or they were identified in the FEIS as being significantly adversely impacted by project-generated traffic in one or more of the peak hours included for analysis in the SEIS.




Atlantic Yards Arena & Redevelopment Project

Traffic Study Area

Figure 3

## SUBWAY STATIONS SELECTED FOR ANALYSIS

The subway station analysis in the 2006 FEIS examined conditions at a total of six MTA New York City Transit (NYCT) stations where Project-generated demand was expected to exceed the 2012 *CEQR Technical Manual* analysis threshold of 200 trips per hour: the Atlantic Avenue IRT (2,3,4,5), Atlantic Avenue BMT (B,Q) and Pacific Street BMT (D,N,R) stations (collectively referred to in the FEIS as the Atlantic Avenue/Pacific Street station complex); the Bergen Street IRT (2,3) station; the Lafayette Avenue IND (C) station; and the Fulton Street IND (G) station. Subsequent to the FEIS, the Project sponsors made arrangements to have the Atlantic Avenue/Pacific Street station complex renamed Atlantic Avenue – Barclays Center. Conditions at each of these stations were analyzed in the FEIS for the weekday 8-9 AM and 5-6 PM commuter peak periods, and the weekday 7-8 PM (pre-game) peak hour for an event at the Arena.

Phase I development in the Future Without Phase II condition includes a major new on-site street-level entrance and other internal circulation improvements at the southern end of the Atlantic Avenue – Barclays Center station complex (all of which opened in September 2012). These improvements are expected to attract the majority of new project-generated demand from both Phase I and Phase II development, as well as some non-project demand that would otherwise use existing subway station stairways, corridors and fare arrays.

**Table 11** shows the numbers of new entering and exiting subway trips that would be generated by Phase II development during the three analysis peak hours for subway station impacts (weekday 8-9 AM, 5-6 PM and 7-8 PM pre-game) at each of the stations analyzed in the 2006 FEIS. (Also shown are the numbers of trips expected to occur at the Clinton – Washington Avenues subway station which was not analyzed in the 2006 FEIS.) The 2012 *CEQR Technical Manual* typically requires a detailed analysis of a subway station when the incremental increase in peak hour trips totals 200 persons per hour or more. As shown in **Table 11**, new subway trips generated by Phase II development are only expected to exceed this threshold in one or more analyzed peak hours at the Atlantic Avenue – Barclays Center station complex where there would be up to 3,174 new trips in each peak hour, and at the Bergen Street station where there would be 201 new trips in the 5-6 PM peak hour. Phase II demand at the Lafayette Avenue, Clinton-Washington Avenues, and Fulton Street subway stations would total 132 or fewer in any analyzed peak hour. Therefore, the analysis of subway station conditions in the SEIS focuses on the Atlantic Avenue – Barclays Center station complex as well as the Bergen Street station, with conditions at these stations analyzed for the weekday AM, 5-6 PM and 7-8 PM (pregame) peak hours, consistent with the subway station analysis in the 2006 FEIS. The analysis assesses conditions at those station elements (stairways, escalators, walkways and fare arrays) analyzed in the 2006 FEIS under peak 15-minute flow conditions. An analysis of subway line haul conditions during the weekday AM and PM peak hours is also provided, consistent with the line haul analysis in the 2006 FEIS.[4]

It should be noted that the 2006 FEIS cited the potential for crowding on the platforms at the Atlantic Avenue – Barclays Center station during the weekday 10-11 PM and Saturday 4-5 PM peak hours due to Arena demand under certain post-game conditions or major event situations. As these are not considered peak periods for Phase II residential and retail demand, an analysis of the potential for platform crowding at the Atlantic Avenue – Barclay Center subway station is not included in the SEIS.

[4]Game-day subway demand from the Arena was forecasted for the purposes of the line haul analysis as it is not already reflected in available NYCT maximum load point ridership data.

**Table 11**
**Peak Hour Trips Generated by Phase II at Area Subway Stations**

| Subway Station | 8-9 AM Peak Hour | | | 5-6 PM Peak Hour | | | 7-8 PM (Pregame) Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| Atlantic Ave-Barclays Center (2,3,4,5,B,D,N,Q,R) | 2,096 | 634 | 2,730 | 1,170 | 2,004 | 3,174 | 689 | 1,534 | 2,223 |
| Bergen St (2,3) | 118 | 39 | 157 | 78 | 123 | 201 | 42 | 88 | 130 |
| Lafayette Ave (C) | 82 | 30 | 112 | 50 | 82 | 132 | 28 | 61 | 89 |
| Clinton-Washington Aves (C) | 60 | 19 | 79 | 39 | 62 | 101 | 21 | 45 | 66 |
| Fulton St (G) | 27 | 14 | 41 | 24 | 33 | 57 | 11 | 21 | 32 |
| **Total** | 2,383 | 736 | 3,119 | 1,361 | 2,304 | 3,665 | 791 | 1,749 | 2,540 |

## ASSIGNMENT OF PROJECT-GENERATED BUS TRIPS

Downtown Brooklyn is well served by numerous bus routes operated by NYC Transit, and many of these routes operate in close proximity to the project site along Atlantic, Flatbush, Third, Fourth, Fifth and Vanderbilt Avenues, and Dean, Bergen and Fulton Streets. Bus patrons en route to and from the Phase II development would therefore likely find it unnecessary to walk substantial distances to access a needed bus service. Consequently, the analysis of project-generated bus trips in the SEIS focuses on conditions during the weekday 8-9 AM and 5-6 PM commuter peak periods on those routes located within 1/4-mile of Phase II development sites. Assignment of project increment bus trips to individual routes is based on existing demand patterns and the relative proximity of each route to the proposed development blocks, consistent with the 2006 FEIS methodology.

## ASSIGNMENT OF PROJECT-GENERATED PEDESTRIAN TRIPS

Pedestrian demand generated by Phase II development is expected to be most concentrated on those sidewalks, corner areas and crosswalks located immediately adjacent to the Phase II development sites as well as along pathways between these sites and the new entrance to the Atlantic Avenue – Barclays Center station. The pedestrian analysis in the SEIS therefore focuses on sidewalks, corner areas and crosswalks adjacent to Blocks 1120, 1121, 1128 and 1129, as well as those adjacent to the Arena Block that would be used by the majority of Phase II subway trips. **Figure 4** shows the pedestrian facilities that are analyzed in the SEIS. Pedestrian facilities adjacent to Site 5 and along 6th Avenue on the Arena Block that were analyzed in the 2006 FEIS are not analyzed in the SEIS, as much of the Project-related demand on these sidewalks is from Phase I, and Phase II pedestrian trips are not expected to be as concentrated at these locations. Sidewalks along the 6th Avenue corridor between Dean Street and Flatbush Avenue were also included in the 2006 FEIS to assess the effects of a proposed narrowing under the Project in order to better accommodate two-way traffic flow along the adjacent roadway. As NYCDOT subsequently decided not to implement this widening, these sidewalks are also not analyzed in the SEIS.

Not To Scale

Phase I Development Sites

Phase II Development Sites

Analyzed Pedestrian Facility

C10 Corner

— S — Sidewalk

— X — Crosswalk

**SEIS•ATLANTIC YARDS ARENA AND REDEVELOPMENT PROJECT**

Pedestrian Analysis Locations

**Figure 4**

The peak hours selected for analysis include the weekday 8-9 AM and 5-6 PM commuter periods. Although the substantial amount of travel demand generated by the Arena itself is reflected in the Future Without Phase II condition, an analysis of the weekday 7-8 PM and Saturday 1-2 PM pregame peak hours is included to assess the potential effects of Phase II residential and retail demand during periods of peak Arena activity. To be conservative, the pedestrian analysis for the Saturday pregame peak hour assesses conditions resulting from Phase II with an afternoon Nets game at the Arena, even though other types of events with lower attendance than a Nets game are typically scheduled on a Saturday afternoon and Nets games rarely occur at that time. All of these peak hours are consistent with those analyzed in the 2006 FEIS.

The majority of subway-linked pedestrian trips from both Phase I and Phase II are assigned to the new on-site entrance to the Atlantic Avenue – Barclays Center station. Additional subway-linked pedestrian trips are assigned to corridors connecting the project site to other nearby stations. Pedestrians linked to the bus mode are expected to be most concentrated along Flatbush and Atlantic Avenues where stops for many of the routes are located. Some pedestrian trips are also expected to cross Atlantic Avenue to access bus routes operating along Fulton Street. With the exception of the Saturday pregame peak hour, pedestrian trips associated with the Arena are assumed to be reflected in the 2013 count data used to establish the Existing conditions baseline pedestrian networks, as these counts were conducted on days when Nets games were scheduled at the Arena. Pedestrians walking between the Arena and area subway stations, bus routes and off-site public parking facilities during the Saturday pregame period are assigned based on data from the 2013 surveys of Nets spectators at the Arena. Parking demand from the Project's residential, commercial, retail, hotel and public school components would be fully accommodated at on-site facilities, and is therefore not expected to generate substantial walk trips outside of the project site. Walk-only trips (i.e., walk trips not associated with other modes) would be widely dispersed among links between the project site and the surrounding street system.

# APPENDIX A

## DISCRETE DEVELOPMENT SITES INCLUDED IN THE TRANSPORTATION ANALYSES AND TRANSPORTATION PLANNING FACTORS FOR NON-PROJECT USES AT THESE DEVELOPMENT SITES

# Table A-1
## Transportation Planning Factors for No-Action Land Uses

| Land Use: | | Destination Retail | | Community Facility (4) | | Movie Theater | | Performing Arts Ctr | | Academic Facility | | | | Manufacturing | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Students | | Employees | Visitors | | |
| | | (2) | | (2) | | (2) | | (1) | | (1) | | (1) | (1) | (11) | |
| **Trip Generation:** | Weekday | 78.2 | | 44.7 | | 3.26 | | 2.5 | | 16.8 | | 6.8 | 3 | 6.97 | |
| (Person-trips) | Saturday | 92.5 | | 26.1 | | 6.25 | | 2.5 | | 6.9 | | 2.8 | 1.2 | 1.32 | |
| | | (trips/1,000 gsf) | | (trips/1,000 gsf) | | (trips/seat) | | (trips/seat) | | (trips/1,000 gsf) | | (trips/1,000 gsf) | (trips/1,000 gsf) | (trips/1,000 gsf) | |
| | | (1,2) | | (2,5) | | (2,8) | | (1) | | (1) | | (1) | (1) | (11,12,13) | |
| **Temporal Distribution:** | AM (8-9) | 3.0% | | 4.0% | | 1.0% | | 0.6% | | 8.0% | | 8.0% | 1.0% | 13.2% | |
| | MD (12-1) | 9.0% | | 9.0% | | 3.0% | | 3.0% | | 11.0% | | 11.0% | 8.5% | 15.0% | |
| | PM (5-6) | 9.0% | | 5.0% | | 8.0% | | 5.0% | | 3.0% | | 3.0% | 9.5% | 13.9% | |
| | Pre-game (7-8 PM) | 3.0% | | 5.0% | | 13.0% | | 30.0% | | 4.0% | | 4.0% | 0.0% | 13.9% | |
| | Saturday (1-2 PM) | 11.0% | | 9.0% | | 5.0% | | 3.0% | | 11.0% | | 11.0% | 8.5% | 10.6% | |
| | | (1) | | (5) | | (8) | | (1) | | (1) | | (1) | (1) | (12,13) | |
| **Modal Split:** | | Weekday | Sat | All Periods | | Weekday | Sat | All Periods | | All Periods | | All Periods | All Periods | AM/PM/Eve | MD/Sat |
| | Auto | 28.0% | 37.0% | 10.0% | | 32.0% | 32.0% | 20.0% | | 10.0% | | 13.0% | 25.0% | 12.0% | 2.0% |
| | Taxi | 2.0% | 3.0% | 1.0% | | 4.0% | 4.0% | 5.0% | | 0.0% | | 1.0% | 2.0% | 1.0% | 1.0% |
| | Subway | 22.0% | 17.0% | 5.0% | | 22.0% | 22.0% | 60.0% | | 68.0% | | 64.0% | 51.0% | 77.0% | 7.0% |
| | LIRR | 0.0% | 0.0% | 0.0% | | 0.0% | 0.0% | 0.0% | | 12.0% | | 12.0% | 12.0% | 0.0% | 0.0% |
| | Bus | 30.0% | 27.0% | 40.0% | | 20.0% | 20.0% | 5.0% | | 6.0% | | 6.0% | 6.0% | 6.0% | 7.0% |
| | Walk/Other | 18.0% | 16.0% | 44.0% | | 22.0% | 22.0% | 10.0% | | 4.0% | | 4.0% | 4.0% | 4.0% | 83.0% |
| | | 100.0% | 100.0% | 100.0% | | 100.0% | 100.0% | 100.0% | | 100.0% | | 100.0% | 100.0% | 100.0% | 100.0% |
| | | (1) | | (5) | | (8) | | (1) | | (1) | | (1) | (1) | (11) | |
| **Vehicle Occupancy:** | | All Periods | | Weekday | Sat | Weekday | Sat | Weekday | Sat | All Periods | | All Periods | All Periods | Weekday | Sat |
| | Auto | 2.00 | | 2.00 | 2.00 | 2.30 | 2.50 | 2.35 | 2.75 | 1.50 | | 1.42 | 1.50 | 1.3 | 1.3 |
| | Taxi | 2.00 | | 2.00 | 2.00 | 2.40 | 2.60 | 2.35 | 2.75 | 1.42 | | 1.42 | 1.50 | 1.3 | 1.3 |
| | | (1) | | (5,6) | | (8,9,10) | | (1) | | (1) | | (1) | (1) | (11,12,14) | |
| **Directional** | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Distribution:** | AM (8-9) | 63% | 37% | 41% | 59% | 72% | 28% | 72% | 28% | 94% | 6% | 94% | 6% | 100% | 0% | 88.0% | 12.0% |
| | MD (12-1) | 55% | 45% | 54% | 46% | 62% | 38% | 51% | 49% | 45% | 55% | 45% | 55% | 59% | 41% | 50.0% | 50.0% |
| | PM (5-6) | 47% | 53% | 75% | 25% | 54% | 46% | 48% | 52% | 42% | 58% | 42% | 58% | 68% | 32% | 12.0% | 88.0% |
| | Pre-game (7-8 PM) | 47% | 53% | 75% | 25% | 54% | 46% | 99% | 1% | 40% | 60% | 40% | 60% | 0% | 100% | 50.0% | 50.0% |
| | Saturday (1-2 PM) | 52% | 48% | 54% | 46% | 72% | 28% | 51% | 49% | 45% | 55% | 45% | 55% | 59% | 41% | 47% | 53% |
| | | (1) | | (5,7) | | (7,8,10) | | (1) | | (1) | | | | (7,12) | |
| **Daily Truck Trip** | Weekday | 0.35 | | 0.19 | | 0.01 | | 0.29 | | 0.19 | | | | 0.35 | |
| **Generation:** | Saturday | 0.02 | | 0.01 | | 0.00 | | 0.02 | | 0.02 | | | | 0.02 | |
| | | (trips/1,000 gsf) | | (trips/1,000 gsf) | | (trips/seat) | | (trips/1,000 gsf) | | (trips/1,000 gsf) | | | | (trips/1,000 gsf) | |
| | | (1) | | (5,6) | | (8,10) | | (1) | | (1) | | | | (12,13) | |
| **Truck Trip** | AM (8-9) | 8% | | 6% | | 8% | | 8% | | 10% | | | | 14.0% | |
| **Temporal Distribution:** | MD (12-1) | 11% | | 11% | | 11% | | 11% | | 11% | | | | 9.0% | |
| | PM (5-6) | 2% | | 1% | | 1% | | 2% | | 2% | | | | 1.0% | |
| | Pre-game (7-8 PM) | 0% | | 1% | | 0% | | 0% | | 0% | | | | 1.0% | |
| | Saturday (1-2 PM) | 11% | | 11% | | 0% | | 11% | | 11% | | | | 9.0% | |

**Notes:**

(1) Source: *Atlantic Yards Arena and Redevelopment FEIS* , November 27, 2006

(2) Source: *City Environmental Quality Review (CEQR) Technical Manual*

(3) Based on data from 2007-2011 American Community Survey 5-Year Estimates. Saturday modal split adjusted to reflect anticipated higher walk/other and auto shares compared to a weekday.

(4) The "Health Club" land use type was assumed for all unspecified community facility land uses.

(5) Source: *Atlantic-Court Development EAS. 2002*

(6) The weekday 7-8 PM and Saturday Midday peak hours were assumed to have the same directional split/truck temporal distribution as the weekday PM and weekday midday peak hours respectively.

(7) Saturday truck trips are assumed to be 5 percent of weekday truck trips.

(8) Source: *Atlantic Center Plaza FEIS*

(9) Saturday directional distribution based on*ITE Trip Generation, 8th Edition* , Land Use 445.

(10) AM directional distribution and Saturday truck data based on Performing Arts Center assumptions.

(11) Based on *ITE Trip Generation, 8th Edition* , Land Use 110 (Light Industrial).

(12) Source: *Downtown Brooklyn Development FEIS*

(13) The weekday 7-8 PM peak hour was assumed to have the same modal split/temporal distributions as the weekday PM; the Saturday midday was assumed to have the same modal split/truck temporal distribution as the weekday midday.

(14) The weekday 7-8 PM peak hour was assumed to have the same directional split as the weekday PM.

# Table A-2
# Future Development Included as Discrete Projects for the Transportation Analyses

**Projects Within a 3/4-Mile Perimeter of the Project Site**

| Site No. | Project Name | Address | Dwelling Units | Hotel Rooms | Retail (GSF) | Office (GSF) | Community Facility (GSF) | Industrial (GSF) | Parking (Spaces) | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Atlantic Yards: Phase 1 (Commercial Mixed-Use Variation) | | 1,498 | | 78,327 | 1,075,512 | | | 1,161 | Commercial mixed-use variation assumed for the weekday transportation analyses. Also includes 17,700-seat Barclays Center Arena with 12,756 GSF of retail space |
| | Atlantic Yards: Phase 1 (Residential Mixed-Use Variation) | | 1,922 | 180 | 78,327 | 336,000 | | | 1,161 | Residential mixed-use variation assumed for the Saturday transportation analyses. Also includes 17,700-seat Barclays Center Arena with 12,756 GSF of retail space |
| 2 | TFANA | | | | | | 27,500 | | | Theatre for a New Audience - New 27,500-sf facility will include a 299-seat theater and rehearsal studio |
| 4 | BAM North Site II | | 100 | | 17,000 | | 12,500 | | | 85,000 residential sf, 17,000 retail and 12,500 cultural facility space according to our planning division |
| 5 | Strand Theatre | 647 Fulton Street | | | | | 40,000 | | | Renovation of the Strand Theatre to a multi-disciplinary arts and media complex that will will double BRIC's operating space to 40,000 square feet and modernize the 17,000-sf UrbanGlass glassworking facility and expand it by 3,300 sf. |
| 6 | BAM South Site | | 402 | | 21,465 | | 47,000 | | 225 | 32-story mixed use development including 280,290 zsf residential use (up to 402 dwelling units including 20% affordable), 47,000 sf cultural and community space (15,000 zsf non profit cinema and 32,055 sf community facility/cultural), 21,465 zsf retail/restaurant use, a 225-space public parking garage |
| 7 | 66 Rockwell | 29 Flatbush Ave | 327 | | n/a | | | | | 44-story mixed use development including 327 dwelling units with ground floor retail - building height 488' |
| 8 | The Hub | 333 Schermerhorn Street | 754 | | 32,470 | | | | 278 | 53-story mixed-use development - 600,632 (754 DU); 32,470 commercial sf (mostly retail); 278 accessory parking spaces - building height 563' |
| 9 | 95 Rockwell Place | 95 Rockwell Place | | 200 | n/a | | n/a | | | 200 key hotel; approximately 30 stories; basement performance space and ground-floor restaurant planned as part of project |
| 11 | Nevins Street Hotel | 46 Nevins Street | | 182 | | | | | | 12-story hotel building; 182 keys; 70,848 zsf; building height 122' |
| 12 | Holiday Inn | 300 Schermerhorn Street | | 247 | | | | | | 14-story hotel; 134' building height; 247 keys |
| 16 | City Point | Willoughby Street, Flatbush Avenue, Fleet Street, Dekalb Avenue, and Gold Street | 1,235 | | 631,000 | 20,000 | | | | Per 2013 City Point EAS: 631,000 gsf retail podium with 20,000 gsf office; three towers with 250, 440, and 545 residential units |
| 17 | 81 Fleet Place | 81 Fleet Place | 205 | | 13,000 | | | | 150 | 15-story mixed-use building - 159,785 sf residential; 13,000 sf commercial; 156' tall; 205 DU; 150 parking spaces |
| 19 | 384-388 Bridge Street | 384 Bridge Street | 381 | | 31,677 | | | | 142 | 381 DU; 31,677 sf commercial, 142 parking spaces; 53 stories |
| 20 | Avalon Willoughby West: 100 Willoughby Street | 214 Duffield Street | 861 | | 20,000 | | | | | 861 DU; 57 stories; 596' building height; 20,000 sf of commercial; 738,080 sf of residential |
| 21 | Offerman Building | 505 Fulton Street | 571 | | 53,000 | | | | | 571 DU; 53,000 sf retail |
| 24 | 13 St. Marks Place | 13 St. Marks Place | | | | | 12,959 | | | 12,959 sf community facility; 4-stories |
| 25 | 316 Bergen Street | 316 Bergen Street | 84 | | | | | | | 8-story; 84 DU; 69,998 sf residential |
| 26 | 210 Vanderbilt Avenue | 210 Vanderbilt Avenue | | | | | 29,072 | | | 3-stories; 29,072 sf community facility |
| 32 | 215 Flatbush Avenue | 215 Flatbush Avenue | 53 | | 9,875 | | | | | 6-story; 53 DU; 9,875 sf commercial; 45,435 sf residential |
| 33 | 346 Bergen St | 346 Bergen St | 24 | | 62,085 | | | | | 3 story commercial/retail building plus cellar |
| 34 | Site P | Lots 2,11,12,15-18,23,34-37,41-43,46-48,50-52 | | | 36,644 | 777,676 | | | | Downtown Brooklyn Rezoning - Revised SF based on Projected Site P, minus Lot 29 (planned park), Lot 7 (planned hotel), and Lot 14 (already redeveloped) |
| 39 | 270 Atlantic Ave | 270 Atlantic Ave | | | 28,425 | | | | | 2 story commercial building |
| 42 | 267 Pacific Street | 267 Pacific Street | 60 | | 2,728 | | | | 30 | 7 story mixed use building |
| 46 | 40 Putnam Ave | 40 Putnam Ave | 59 | | | | | | | 7 story residential building |
| 57 | 468 Baltic St | 468 Baltic St | | | | | | 17,000 | | 3 story warehouse |
| 62 | 954 Bergen Street | 954 Bergen Street | 38 | | | | | | 19 | 6 story residential building |
| 69 | 956 Dean Street | 956 Dean Street | 11 | | | | | | | 6 story residential building |
| 70 | 505 St Marks Ave | 505 St Marks Ave | 128 | | | | 5,077 | | 84 | 7 story mixed use building (note: project site in Crown Heights W Rez.) |
| 73 | 627 Franklin Avenue | 627 Franklin Avenue | 2 | | 1,000 | | | | | 4 story mixed use building |
| 91 | 482 Franklin Ave | 482 Franklin Ave | 100 | | | | | | 33 | 7 story residential building |
| 95 | Crown Heights West Rezoning: Projected Site 2 | 1046 Dean Street | 107 | | 48,183 | | | | 48 | 80 foot tall redevelopment -- considers full build in Rezoning EAS |
| 96 | Crown Heights West Rezoning: Projected Site 3 | 922-924 Bergen St | 97 | | | | | | 44 | 80 foot tall redevelopment -- considers full build in Rezoning EAS |
| 97 | Whole Foods Market | 214 3rd Street | | | 76,627 | | | | 169 | Just outside study area. 17' tall with greenhouse on roof |
| 102 | 470 Vanderbilt Ave | 470 Vanderbilt Ave | 85 | | 17,343 | | 2,000 | | 302 | NB scenario for parking lot site, per EAS |
| 104 | Carlyle/Flank site | 71 Smith Street | 210 | 263 | | | | | | No permit, per Crain's: 210,000 square feet of residential condos and a 105,000-square-foot hotel. Assume 1000 sf per DU, 400 sf per room |
| 105 | 324 Schermerhorn Street | 324 Schermerhorn | 700 | | | | | | | No permit, 700 market rate rentals, per Downtown Brooklyn Partnership Dec. 2011 data |
| 106 | Site M | Red Hook Lane and Boerum Place | | | 160,000 | 640,000 | | | | Site M from Downtown Brooklyn Rezoning, program updated per Downtown Brooklyn Partnership Dec. 2011 data |
| 107 | Atlantic Galleria | 252 Atlantic Ave | | | 13,344 | | | | | No permit, 2-story commercial building, per Brownstoner 7-16-12 and AtlanticGalleria.com |
| 108 | Hotel | 237 Duffield St | | 130 | | | | | | Separate from existing Hotel Indigo |
| 109 | 490 Myrtle Ave | 490 Myrtle Ave | 232 | | 19,500 | | | | | Per news reports |
| 110 | BAM North Site I | | 586 | | 15,500 | | 12,000 | | | Per EAS under review |
| 111 | Site C | | | | | 720,000 | 80,000 | | | Downtown Brooklyn Rezoning - Projected Site C |
| 112 | Site G | | 71 | | 10,000 | | | | | Downtown Brooklyn Rezoning - Projected Site G (assume 1000 sf/DU) |
| 113 | Site BB | 254 Livingston St | 186 | | 21,000 | | | | | Downtown Brooklyn Rezoning - Projected Site BB (assume 1000 sf/DU) |
| 114 | Site I(A) | 86 Fleet Place | 191 | | | | | | | Other portion of site I(A) developed. Program from old NB application |

n/a - data not available

**Additional Projects in the Flatbush Avenue/Tillary Street Area Included for the Transportation Analyses**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| A | 172 Nassau Street | 172 Nassau Street | 128 | | | | | | 32 | 12 story residential building |
| B | Oro II | 311 Gold Street | 208 | | | | | | | 35 story residential building |
| C | LodgeWorks | 125 Flatbush Ave Ext | | 116 | | | | | | 13 story hotel |
| D | 85 Flatbush Ave Extension | 85 Flatbush Ave Ext | 108 | | | | | | | 21 story residential building |
| E | 57 Flatbush Ave Extension | 57 Flatbush Ave Ext | | 65 | | | | | | 10 story hotel |
| F | CUNY City Tech Klitgord Academic Bldg | 285 Jay Street | | | | | 385,000 | | 20 | New academic building |
| G | NYU CUSP | 370 Jay Street | | | | 310,000 | 150,000 | | | Reuse of vacant MTA building |
| H | 168 Nassau Street | 168 Nassau Street | 89 | | | | | | | No permit, per Downtown Brooklyn Partnership Dec. 2011 data |

| | Dwelling Units | Hotel Rooms | Retail (GSF) | Office (GSF) | Community Facility (GSF) | Industrial (GSF) | Parking (Spaces) |
|---|---|---|---|---|---|---|---|
| Development Within 3/4-Mile of Project Site (Excluding Phase I) | **7,860** | **1,022** | **1,341,866** | **2,157,676** | **268,108** | **17,000** | **1,524** |
| Additional Projects | **533** | **181** | **0** | **310,000** | **535,000** | **0** | **52** |
| **Total Non-Project Development** | **8,393** | **1,203** | **1,341,866** | **2,467,676** | **803,108** | **17,000** | **1,576** |

# APPENDIX B

## AUTO/TAXI TRIP ASSIGNMENTS BY PORTAL AND ORIGIN/DESTINATION
## SITE 5 + ARENA BLOCK

# Atlantic Yards Arena and Redevelopment Project

Figure 1

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - Bronx Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 2

## Site 5 + Arena Block Trip Assignment by Portal - Brooklyn Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 3

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - Manhattan Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 4

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - Queens Origins

35% (BQE)
20%
25%
15%
10%
30%
SITE 5
ARENA
BLOCK
1120
1128
1121
1129
ATLANTIC AV
DE KALB AV
LAFAYETTE AV
FULTON ST
GREENE AV
GATES AV
PUTNAM AV
LEFFERTS PL
HYRTLE AV
WILLOUGHBY AV
WILLOUGHBY ST
FLATBUSH AV
VANDERBILT AV
CLINTON AV
WASHINGTON AV
SAINT JAMES PL
GRAND AV
CLIFTON PL
GREENE AV
LEXINGTON AV
QUINCY ST
CAMBRIDGE PL
ADELPHI ST
CLERMONT AV
VALERIE AV
UNDERHILL AV
PACIFIC ST
BEAN ST
BERGEN ST
SAINT MARKS AV
PROSPECT PL
PARK PL
STERLING PL
SAINT JOHNS PL
PLAZA ST E
BUTLER PL
PLAZA ST W
UNION ST
PRESIDENT ST
CARROLL ST
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
1ST ST EXT
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
SAINT EDWARDS ST
ASHLAND PL
VANDERBILT AV
SAINT FELIX ST
FORT GREENE PL
S ELLIOTT PL
S PORTLAND AV
S OXFORD ST
CUMBERLAND ST
CARLTON AV
HANSON PL
STATE ST
ATLANTIC AV
PACIFIC ST
BEAN ST
BERGEN ST
WARREN ST
BALTIC ST
BUTLER ST
DOUGLASS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
SAINT MARKS PL

# Atlantic Yards Arena and Redevelopment Project

Figure 5

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - Staten Island Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 6

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - Long Island Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 7

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - Westchester/Rockland/Conn. Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 8

## Site 5 + Arena Block Auto/Taxi Trip Assignment by Portal - New Jersey Origins

20% (Man. Bridge)
30%
30%
12%
5%
3%
SITE 5
ARENA
BLOCK
1120
1128
1121
1129
ATLANTIC AV
FLATBUSH AV
DE KALB AV
LAFAYETTE AV
FULTON ST
GREENE AV
GATES AV
PACIFIC ST
DEAN ST
BERGEN ST
WARREN ST
BALTIC ST
BUTLER ST
DOUGLAS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
SAINT MARKS AV
PROSPECT PL
PARK PL
STERLING PL
PLAZA ST E
SAINT JOHNS PL
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
VANDERBILT AV
CLINTON AV
WASHINGTON AV
SAINT JAMES PL
GRAND AV
CLIFTON PL
LEXINGTON AV
QUINCY ST
PUTNAM AV
LEFFERTS PL
ATLANTIC AV
VILLOUGHBY AV
VILLOUGHBY ST
MYRTLE AV
WASHINGTON PARK
SAINT EDWARDS ST
ASHLAND PL
FLATBUSH AV
FAIR ST
FLEET PL
FLEET ST
ADAMS ST
PEARL ST
JAY ST
JORALEMON ST
COURT
HENRY ST
STURGIS PL
AITKEN PL
LIVINGSTON ST
CLINTON ST
SCHERMERHORN ST
ATLANTIC AV
STATE ST
PACIFIC ST
AMITY ST
CONGRESS ST
WICKOFF ST
WARREN ST
BALTIC ST
BUTLER ST
DOUGLAS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
SAINT MARKS PL

# APPENDIX C

## AUTO/TAXI TRIP ASSIGNMENTS BY PORTAL AND ORIGIN/DESTINATION
## BLOCKS 1120, 1121, 1128, 1129

# Atlantic Yards Arena and Redevelopment Project

Figure 1

## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Bronx Origins

5% (Man. Bridge)
10% (BQE)
55%
8%
15%
14%
15%
8%
SITE 5
ARENA BLOCK
1120
1128
1121
1129
ATLANTIC AV
PACIFIC ST
DEAN ST
BERGEN ST
SAINT MARKS AV
PROSPECT PL
PARK PL
STERLING PL
FLATBUSH AV
VANDERBILT AV
UNDERHILL AV
CLINTON AV
VALERIE AV
WASHINGTON AV
SAINT JAMES PL
GRAND AV
FULTON ST
LAFAYETTE AV
CLIFTON PL
GREENE AV
LEXINGTON AV
QUINCY ST
GATES AV
PUTNAM AV
LEFFERTS PL
DE KALB AVE
BROOKLYN
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
PLAZA ST E
PLAZA ST W
SAINT JOHNS PL
BUTLER PL
UNION ST
SACKETT ST
DE GRAV ST
DOUGLASS ST
BUTLER ST
BALTIC ST
WARREN ST
SAINT MARKS PL
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
1ST ST EXT
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
FLATBUSH AV
VANDERBILT AV
CARLTON AV
CUMBERLAND ST
S OXFORD ST
S PORTLAND AV
S ELLIOTT PL
FORT GREENE PL
SAINT FELIX ST
ASHLAND PL
ROCKWELL PL
HUDSON AV
DE KALB AV
WILLOUGHBY AV
WILLOUGHBY ST
SAINT EDWARDS ST
ASHLAND PL
FLEET PL
FAIR ST
FLATBUSH AV
HYRTLE AV
WASHINGTON PARK
ADELPHI ST
CLERMONT AV
GREENE AV
HANSON PL
LAFAYETTE AV
FULTON ST
SCHERMERHORN ST
LIVINGSTON ST
STATE ST
ATLANTIC AV
PACIFIC ST
DEAN ST
BERGEN ST
WARREN ST
SMITH ST
HOYT ST
BOND ST
BALTIC ST
BUTLER ST
DOUGLASS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
1ST ST EXT
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
FLATBUSH AV
VANDERBILT AV
CARLTON AV
UNDERHILL AV
GRAND AV
SAINT JAMES PL
WASHINGTON AV
VALERIE AV
CLINTON AV
VANDERBILT AV
CLERMONT AV
ADELPHI ST
GREENE AV
GATES AV
FULTON ST
LAFAYETTE AV
CLIFTON PL
GREENE AV
LEXINGTON AV
QUINCY ST
GATES AV
PUTNAM AV
LEFFERTS PL
ATLANTIC AV
VANDERBILT AV
FLATBUSH AV
STERLING PL
PLAZA ST E
PLAZA ST W
BUTLER PL
SAINT JOHNS PL
UNION ST
STERLING PL

# Atlantic Yards Arena and Redevelopment Project

Figure 2

## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Brooklyn Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 3

## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Manhattan Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 4

## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Queens Origins

20% (BQE)
10%
30%
20%
10%
30%
SITE 5
ARENA BLOCK
1120
1128
1121
1129
ATLANTIC AV
PACIFIC ST
DE KALB AV
FLATBUSH AV
VANDERBILT AV
CLINTON AV
WASHINGTON AV
SAINT JAMES PL
GRAND AV
FULTON ST
LAFAYETTE AV
GREENE AV
GATES AV
PUTNAM AV
LEFFERTS PL
BEAN ST
BERGEN ST
SAINT MARKS AV
PROSPECT PL
PARK PL
STERLING PL
UNION ST
PRESIDENT ST
CARROLL ST
SACKETT ST
DE GRAV ST
DOUGLASS ST
BUTLER ST
BALTIC ST
WARREN ST
WYCKOFF ST
COLUMBIA ST
HICKS ST
HOYT ST
SMITH ST
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
PLAZA ST E
SAINT JOHNS PL
BUTLER PL
UNDERHILL AV
VANDERBILT AV
CLERMONT AV
CARLTON AV
SAINT EDWARDS ST
WASHINGTON PARK
VILLOUGHBY AV
VILLOUGHBY ST
MYRTLE AV
FLATBUSH AV
ASHLAND PL
SAINT FELIX ST
FORT GREENE PL
S ELLIOTT PL
S PORTLAND AV
S OXFORD ST
CUMBERLAND ST
HANSON PL
ABELPHI ST
CAMBRIDGE PL
QUINCY ST
CLIFTON PL
CLASSON AV
LEXINGTON AV
IRVING PL
ROYAL ST
STEUBEN ST
ATLANTIC AV
STATE ST
PACIFIC ST
AMITY ST
CONGRESS ST
BERGEN ST
WYCKOFF ST
WARREN ST
BALTIC ST
BUTLER ST
DOUGLASS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
1ST ST EXT
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
SAINT MARKS PL
SCHERMERHORN ST
LIVINGSTON ST
FULTON ST
ATLANTIC AV
ADAMS ST
JOKALEMON ST
COURT ST
HENRY ST
CLINTON ST
HICKS ST
JAY ST
BOERUM PL
SMITH ST
BOND ST
NEVINS ST
FLATBUSH AV
FLEET PL
FAIR ST
ASHLAND PL
SAINT EDWARDS ST
WASHINGTON PARK
VILLOUGHBY AV
VILLOUGHBY ST
DE KALB AV
HUDSON AV
ROCKWELL PL
ASHLAND PL
SAINT FELIX ST
FORT GREENE PL
S ELLIOTT PL
S PORTLAND AV
S OXFORD ST
CUMBERLAND ST
CARLTON AV
SAINT JAMES PL
GRAND AV
CLIFTON PL
GREENE AV
LEXINGTON AV
QUINCY ST
GATES AV
PUTNAM AV
FULTON ST
LEFFERTS PL
ATLANTIC AV
STERLING PL
UNION ST
PLAZA ST E
BUTLER PL
SAINT JOHNS PL
PLAZA ST W
8TH AV
7TH AV
6TH AV
5TH AV
4TH AV
3RD AV
2ND AV
1ST AV
9TH AV
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
3RD AV
2ND AV
1ST AV
PRESIDENT ST
CARROLL ST
GARFIELD PL
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
HOYT ST
BOND ST
NEVINS ST
SMITH ST
COLUMBIA ST
HICKS ST
WYCKOFF ST
WARREN ST
BALTIC ST
BUTLER ST
DOUGLASS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
1ST ST EXT
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
SAINT MARKS PL
SCHERMERHORN ST
LIVINGSTON ST
FULTON ST
ATLANTIC AV
ADAMS ST
JOKALEMON ST
COURT ST
HENRY ST
CLINTON ST
HICKS ST
JAY ST
BOERUM PL
SMITH ST
BOND ST
NEVINS ST
FLATBUSH AV
FLEET PL
FAIR ST
ASHLAND PL
SAINT EDWARDS ST
WASHINGTON PARK
VILLOUGHBY AV
VILLOUGHBY ST
MYRTLE AV

# Atlantic Yards Arena and Redevelopment Project

Figure 5

## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Staten Island Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 6

## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Long Island Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 7

Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - Westchester/Rockland/Conn. Origins

# Atlantic Yards Arena and Redevelopment Project

Figure 8

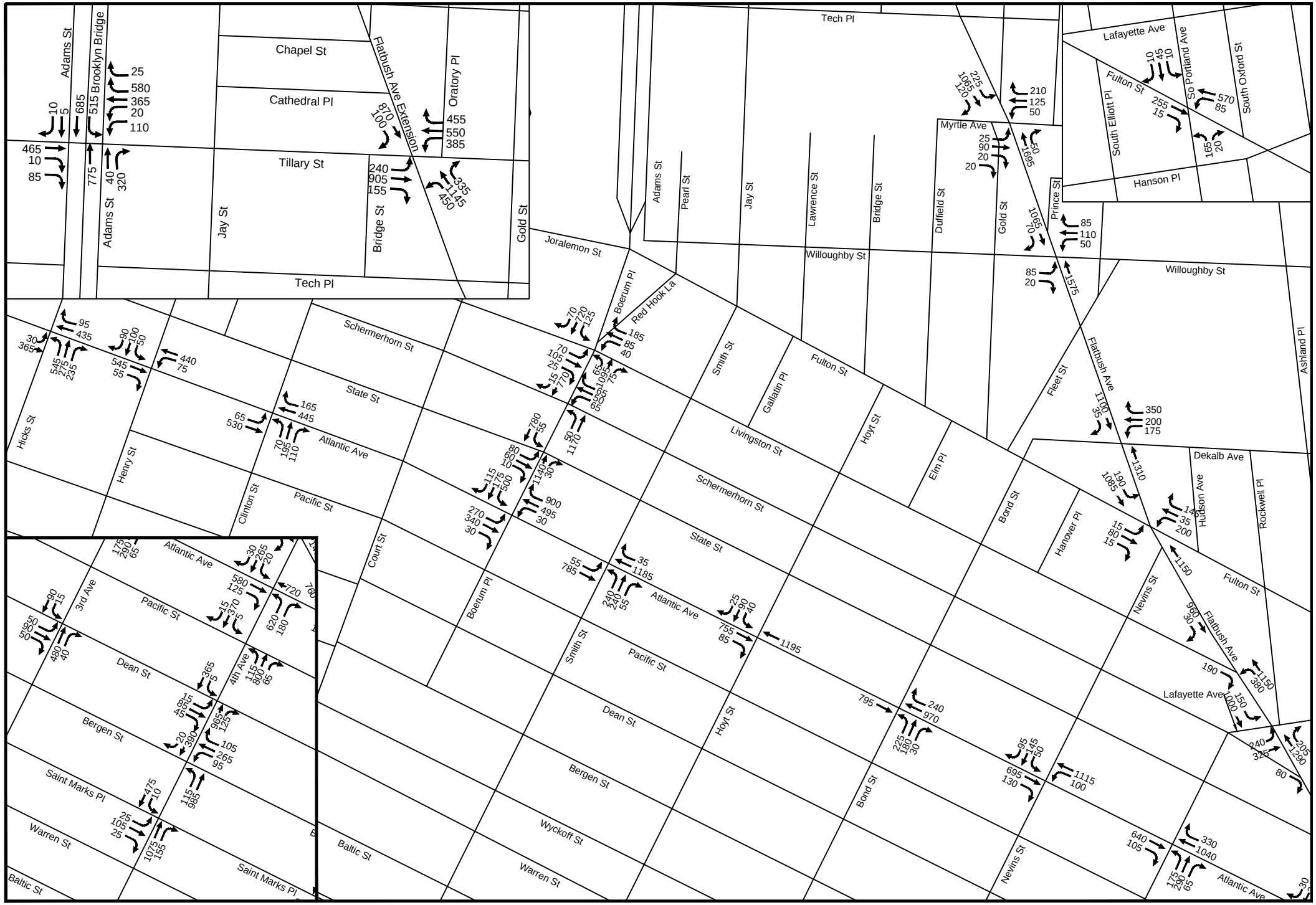
## Blocks 1120, 1121, 1128, 1129 Auto/Taxi Trip Assignment by Portal - New Jersey Origins

20% (Man. Bridge)
30%
30%
10%
5%
5%
SITE 5
ARENA
BLOCK
1120
1128
1121
1129
ATLANTIC AV
PACIFIC ST
DE KALB AV
FLATBUSH AV
VANDERBILT AV
CLINTON AV
WASHINGTON AV
SAINT JAMES PL
GRAND AV
FULTON ST
LAFAYETTE AV
GREENE AV
GATES AV
PUTNAM AV
VANDERBILT AV
UNDERHILL AV
PROSPECT PL
PARK PL
STERLING PL
BUTLER PL
SAINT JOHNS PL
PLAZA ST E
PLAZA ST W
6TH AV
7TH AV
8TH AV
9TH AV
5TH AV
4TH AV
3RD AV
2ND AV
1ST AV
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
HYRTLE AV
WILLOUGHBY AV
WILLOUGHBY ST
SAINT EDWARDS ST
WASHINGTON PARK
ASHLAND PL
FLEET PL
FAIR ST
FLATBUSH AV
ADAMS ST
PEARL ST
JAY ST
JORALEMON ST
AITKEN PL
LIVINGSTON ST
SCHERMERHORN ST
CLINTON ST
HENRY ST
STURGIS PL
COURT
HOYT ST
BOERUM PL
SMITH ST
GOWANUS CANAL
BRIDGE ST
DUFFIELD ST
ALBEE SQ
PERRY ST
HUDSON AV
ROCKWELL PL
ASHLAND PL
SAINT FELIX ST
FORT GREENE PL
S ELLIOTT PL
S PORTLAND AV
S OXFORD ST
CUMBERLAND ST
CARLTON AV
ABELIA ST
CLERMONT AV
VALERIE AV
CAMBRIDGE PL
GRAND AV
CLIFTON PL
GREENE AV
CLASSON AV
LEXINGTON AV
QUINCY ST
GATES AV
RUTLEDGE ST
JEFFERSON AV
LEFFERTS PL
HANSON PL
STATE ST
ATLANTIC AV
PACIFIC ST
DEAN ST
BERGEN ST
WARREN ST
WYCKOFF ST
AMITY ST
CONGRESS ST
KANE ST
TOMPKINS PL
BALTIC ST
BUTLER ST
DOUGLASS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
1ST ST EXT
SAINT MARKS PL
SAINT MARKS AV
GARFIELD PL
WHITWELL PL
BERTON PL
HOYT ST
BOND ST
SMITH ST
NEVINS ST
ATLANTIC AV
PACIFIC ST
DEAN ST
BERGEN ST
WARREN ST
BALTIC ST
BUTLER ST
DOUGLASS ST
DE GRAV ST
SACKETT ST
UNION ST
PRESIDENT ST
CARROLL ST
1ST ST
2ND ST
3RD ST
4TH ST
1ST ST EXT
GOWANUS CANAL
6TH ST BASIN
7TH ST BASIN
3RD AV
4TH AV
5TH AV
6TH AV
7TH AV
8TH AV
9TH AV
FLATBUSH AV
STERLING PL
PLAZA ST E
PLAZA ST W
BUTLER PL
SAINT JOHNS PL
UNION ST
VANDERBILT AV
CLINTON AV
WASHINGTON AV
GRAND AV
SAINT JAMES PL
FULTON ST
LEFFERTS PL
ATLANTIC AV
PUTNAM AV
GATES AV
DE KALB AV
LAFAYETTE AV
GREENE AV
CLIFTON PL
LEXINGTON AV
QUINCY ST
WILLOUGHBY AV
WILLOUGHBY ST
HYRTLE AV

Atlantic Yards SEIS

Figure C-1a

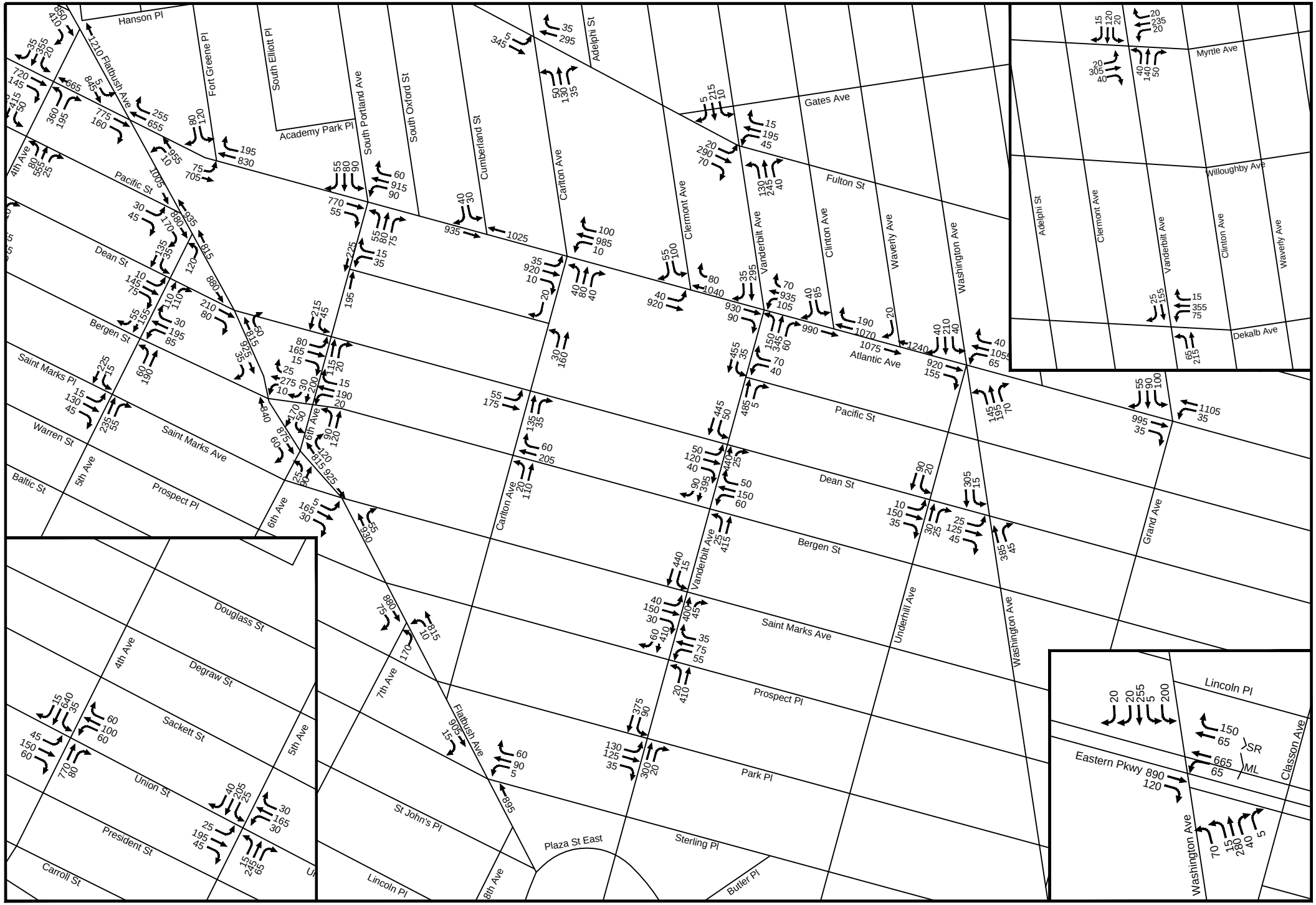
Existing Conditions Peak Hour Traffic Network - 8-9 AM




Atlantic Yards SEIS

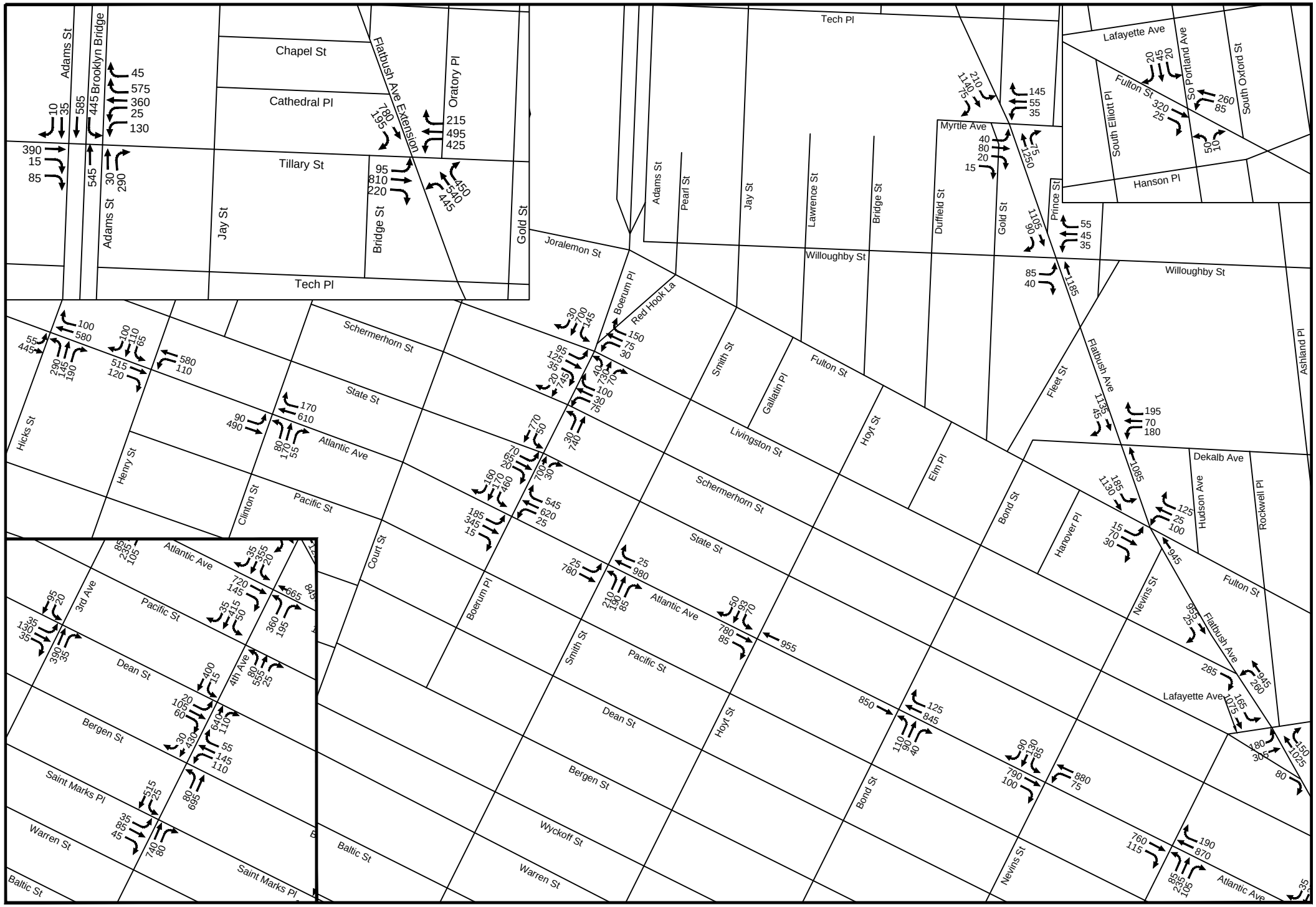
Figure C-1b

Existing Conditions Peak Hour Traffic Network - 8-9 AM




Atlantic Yards SEIS

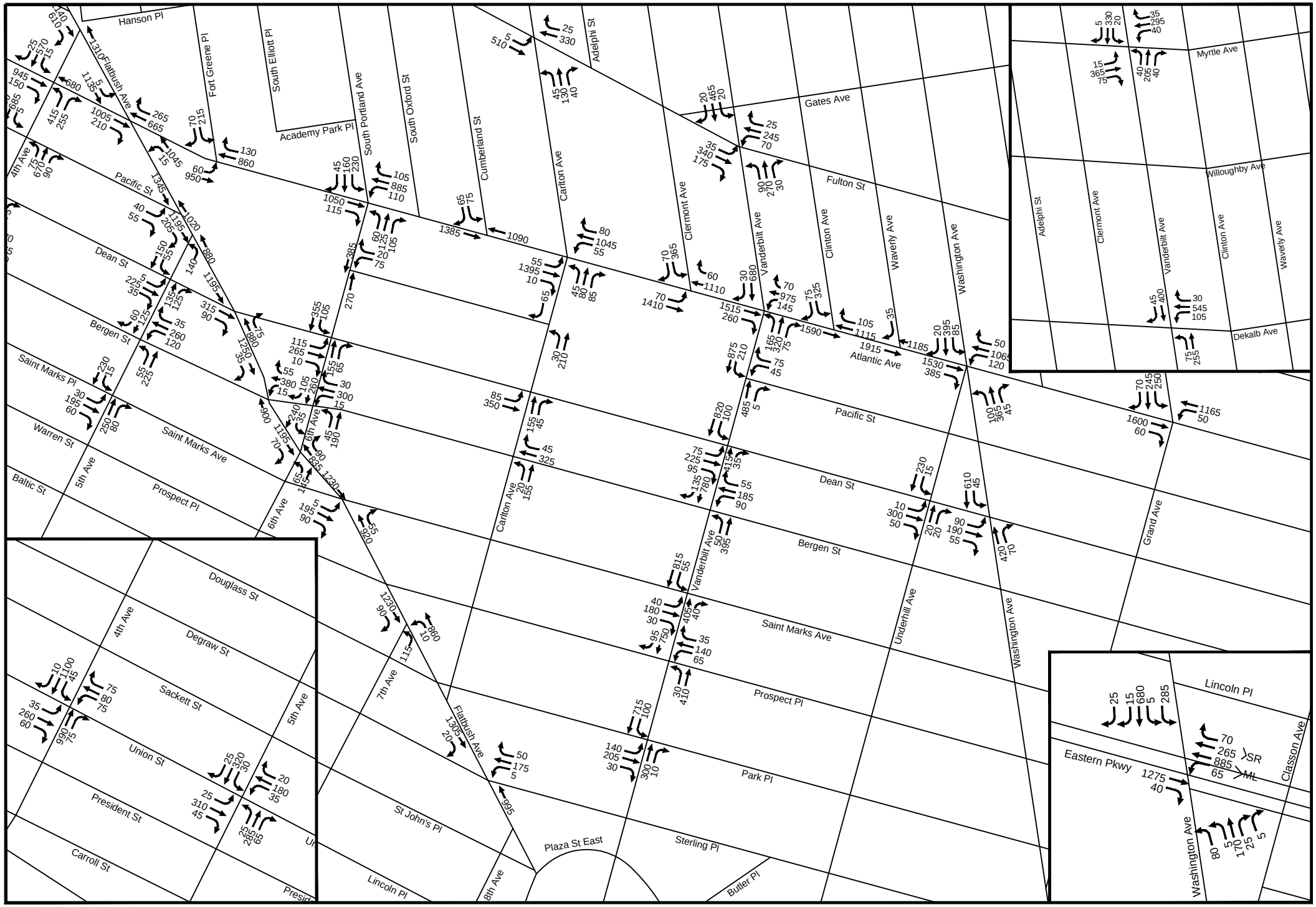
Figure C-2a
Existing Conditions Peak Hour Traffic Network - 12-1 PM Midday




Atlantic Yards SEIS

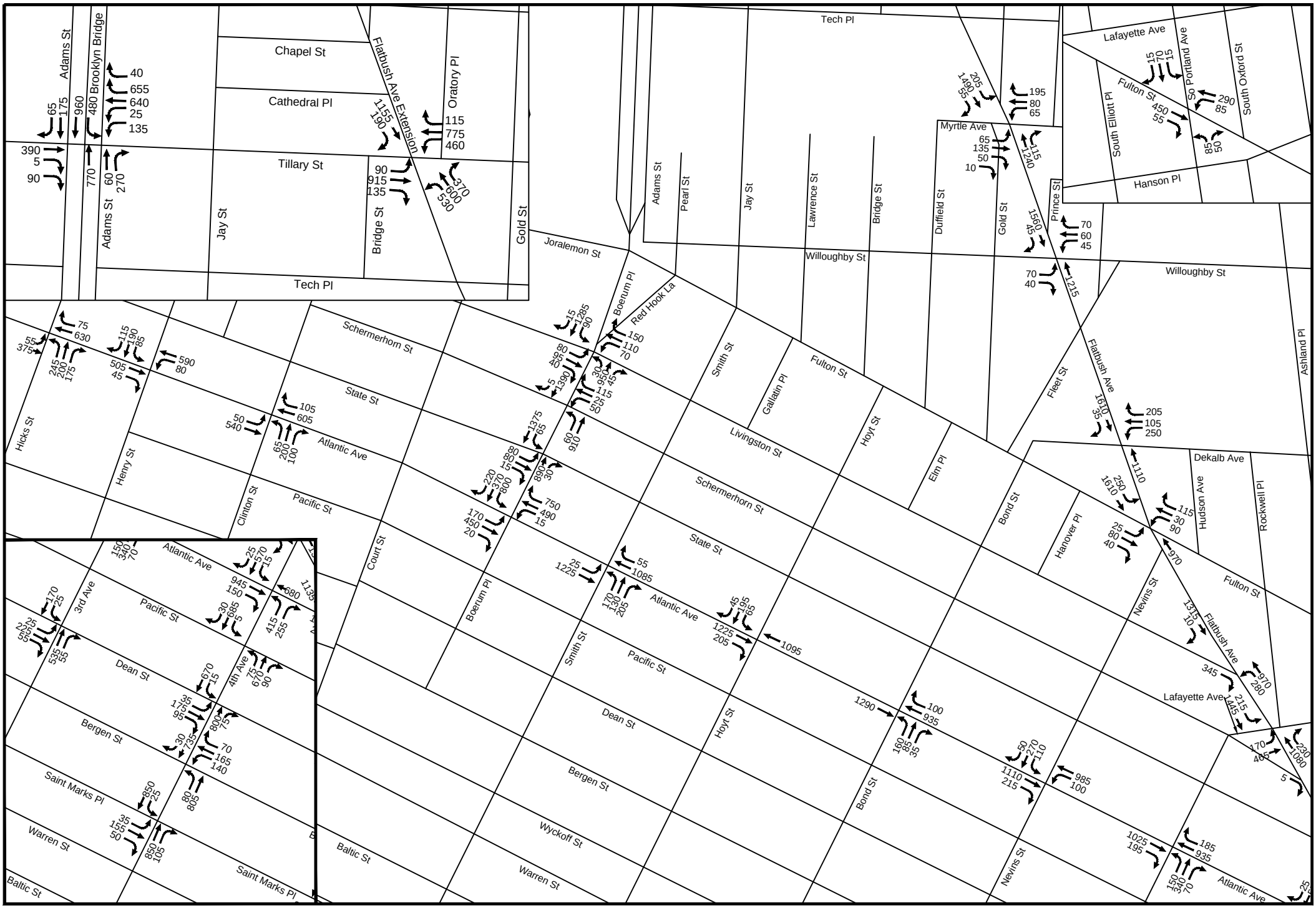
Figure C-2b

Existing Conditions Peak Hour Traffic Network - 12-1 PM Midday



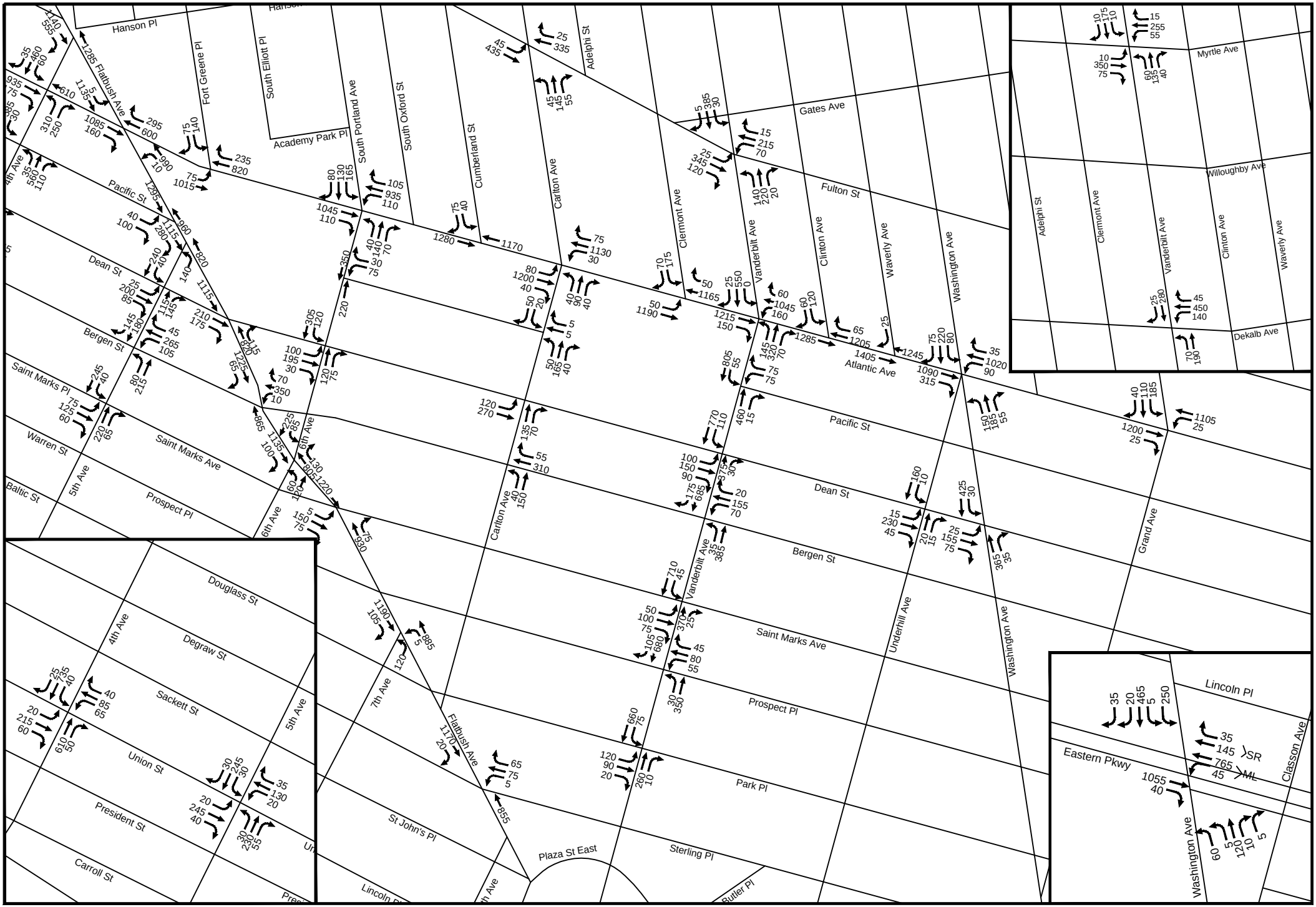

Atlantic Yards SEIS

Figure C-3a
Existing Conditions Peak Hour Traffic Network - 5-6 PM




Atlantic Yards SEIS

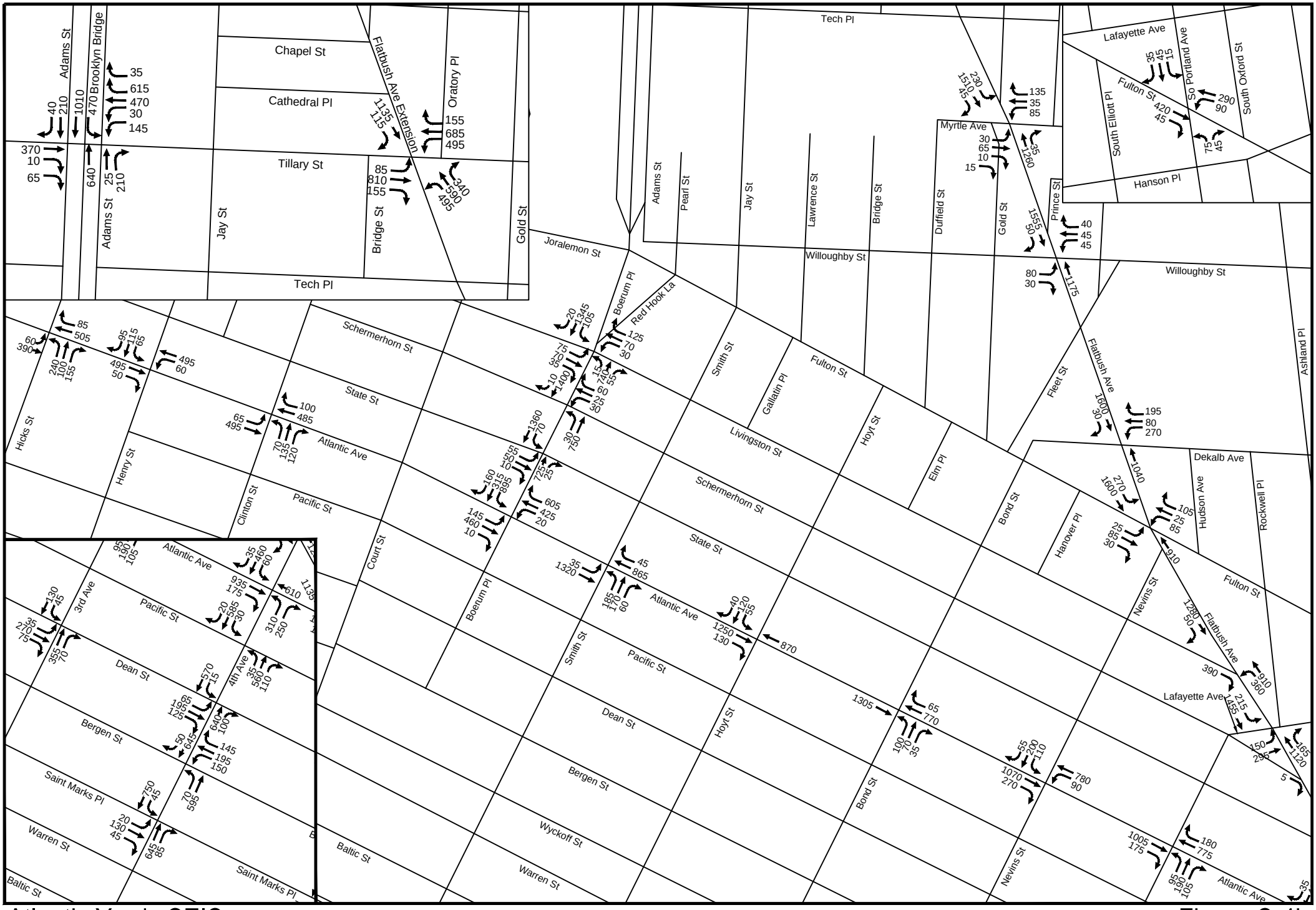
Figure C-3b
Existing Conditions Peak Hour Traffic Network - 5-6 PM




Atlantic Yards SEIS

Figure C-4a

Existing Conditions Peak Hour Traffic Network - 7-8 PM Pregame




Atlantic Yards SEIS

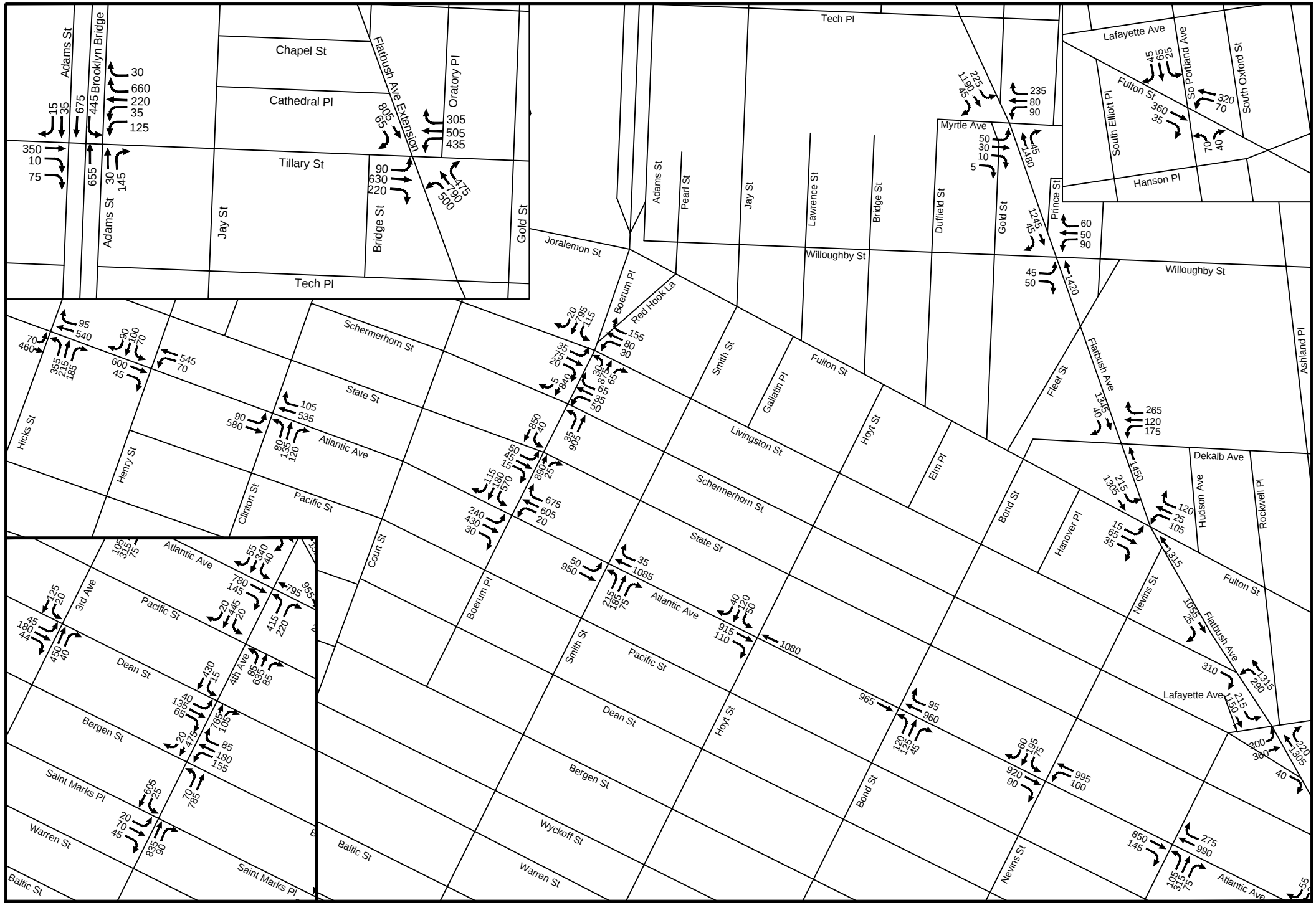
Figure C-4b

Existing Conditions Peak Hour Traffic Network - 7-8 PM Pregame

Atlantic Yards SEIS

Figure C-5a

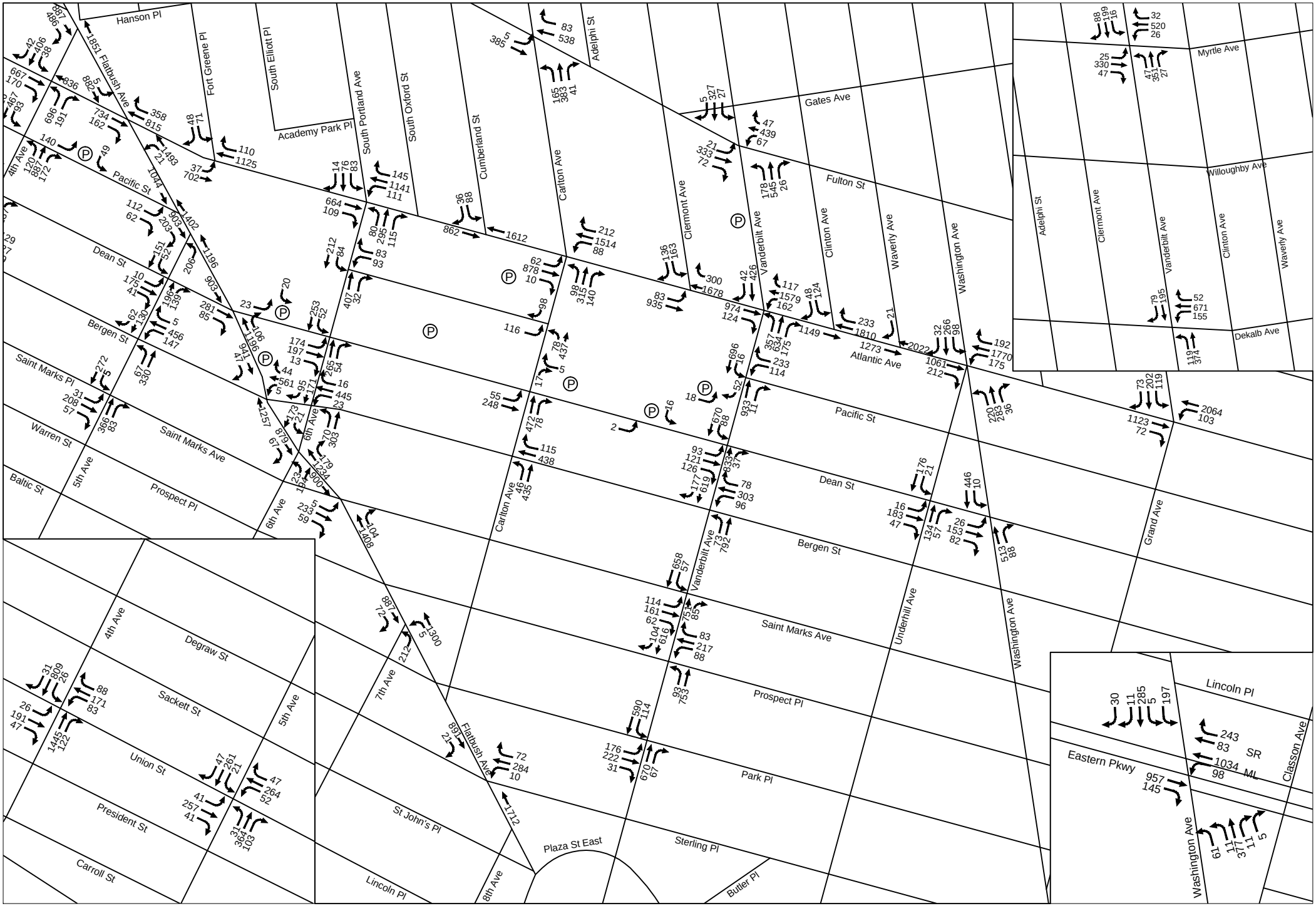
Existing Conditions Peak Hour Traffic Network - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-5b

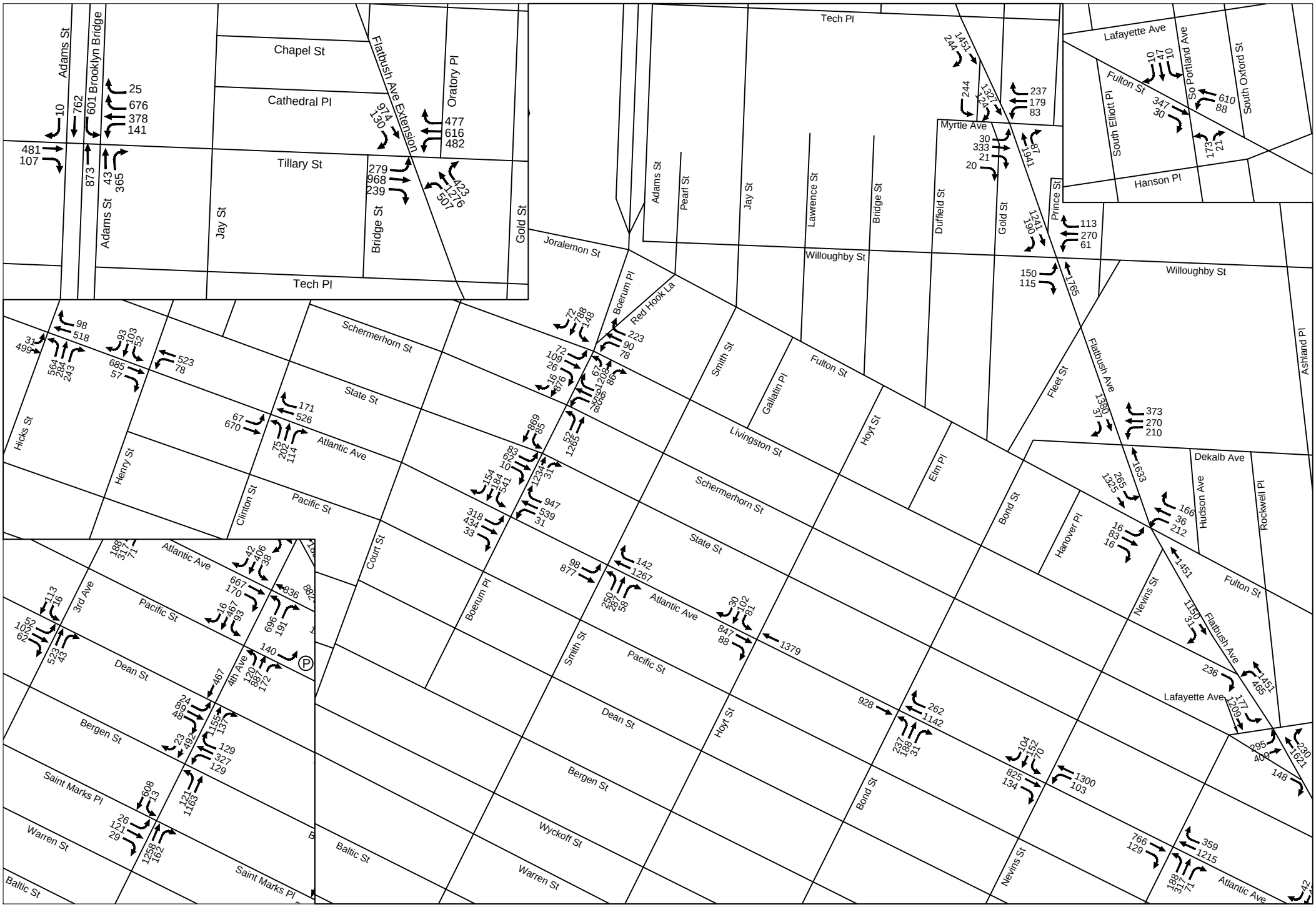
Existing Conditions Peak Hour Traffic Network - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-6a

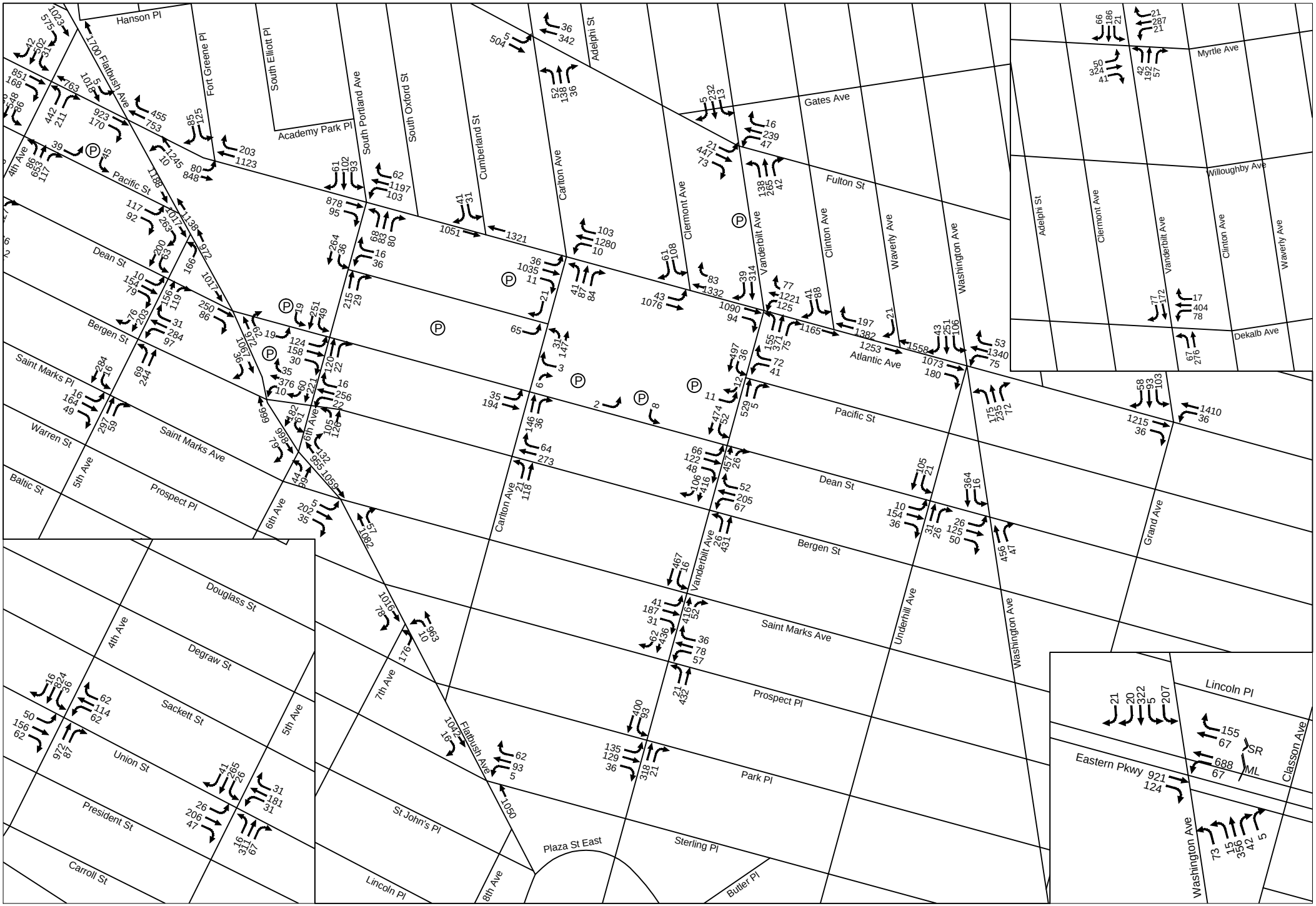
Future Without Phase II Peak Hour Traffic Network - 8-9 AM




Atlantic Yards SEIS

Figure C-6b

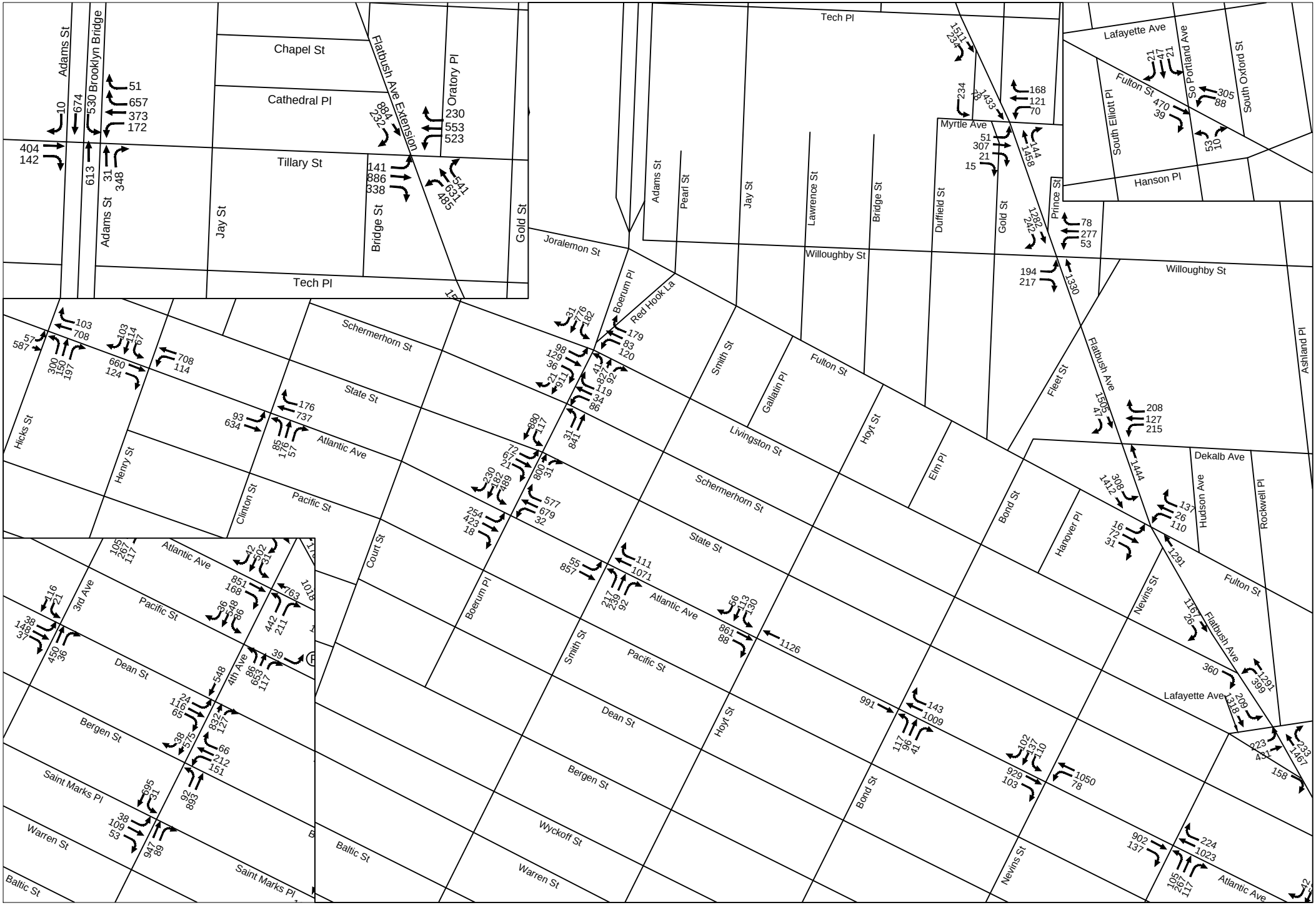
Future Without Phase II Peak Hour Traffic Network - 8-9 AM




Atlantic Yards SEIS

Figure C-7a

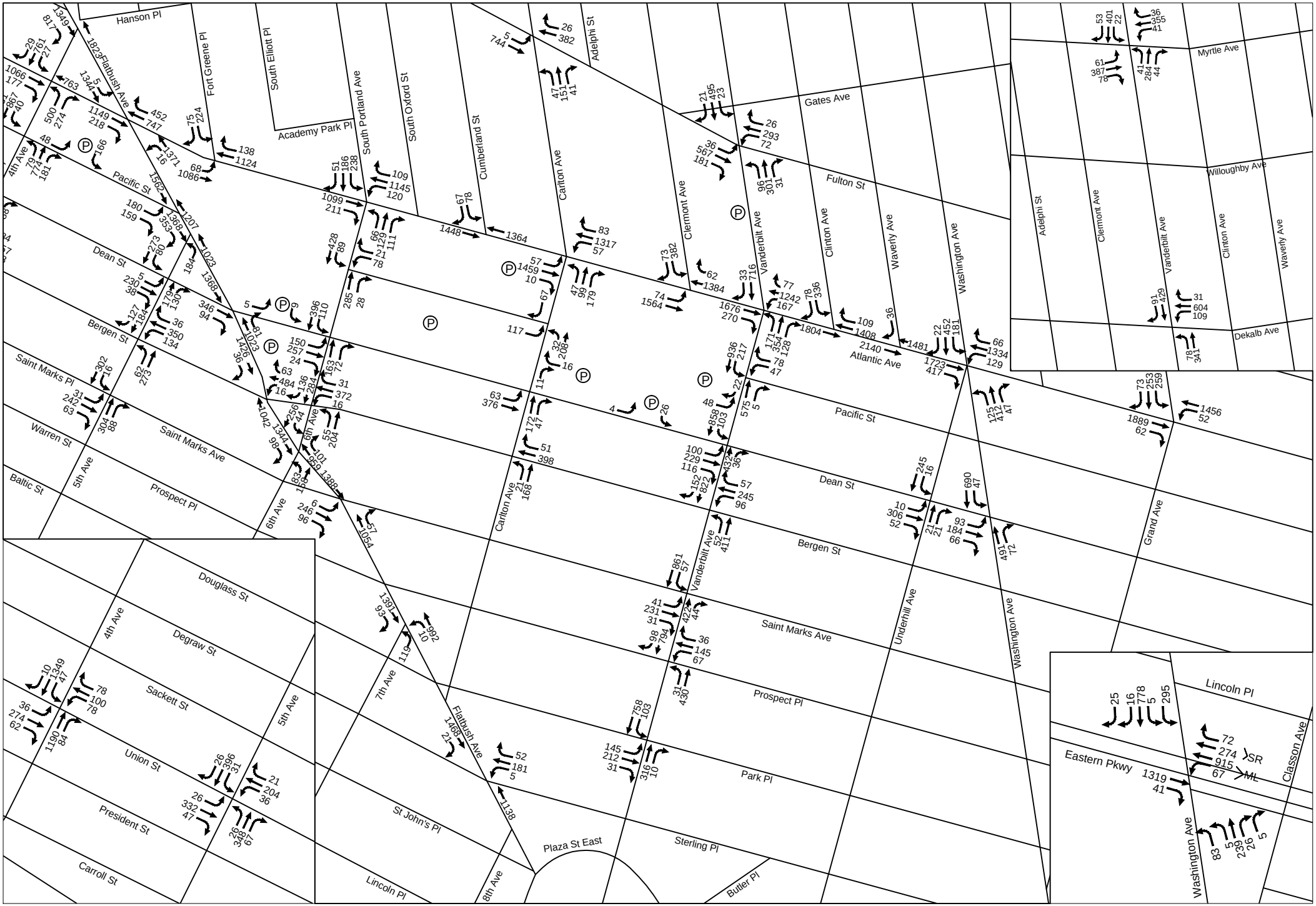
Future Without Phase II Peak Hour Traffic Network - 12-1 PM Midday




Atlantic Yards SEIS

Figure C-7b

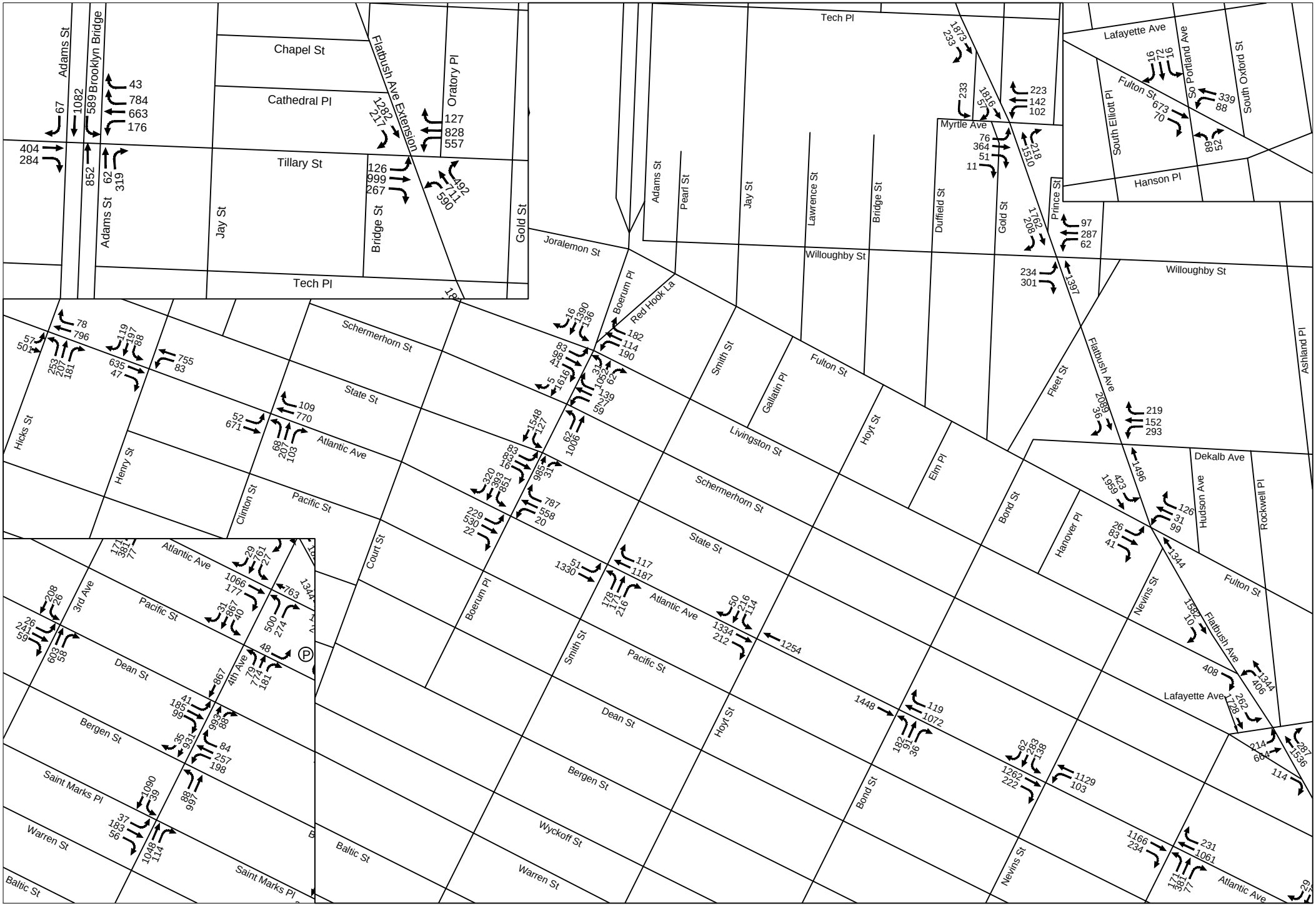
Future Without Phase II Peak Hour Traffic Network - 12-1 PM Midday




Atlantic Yards SEIS

Figure C-8a

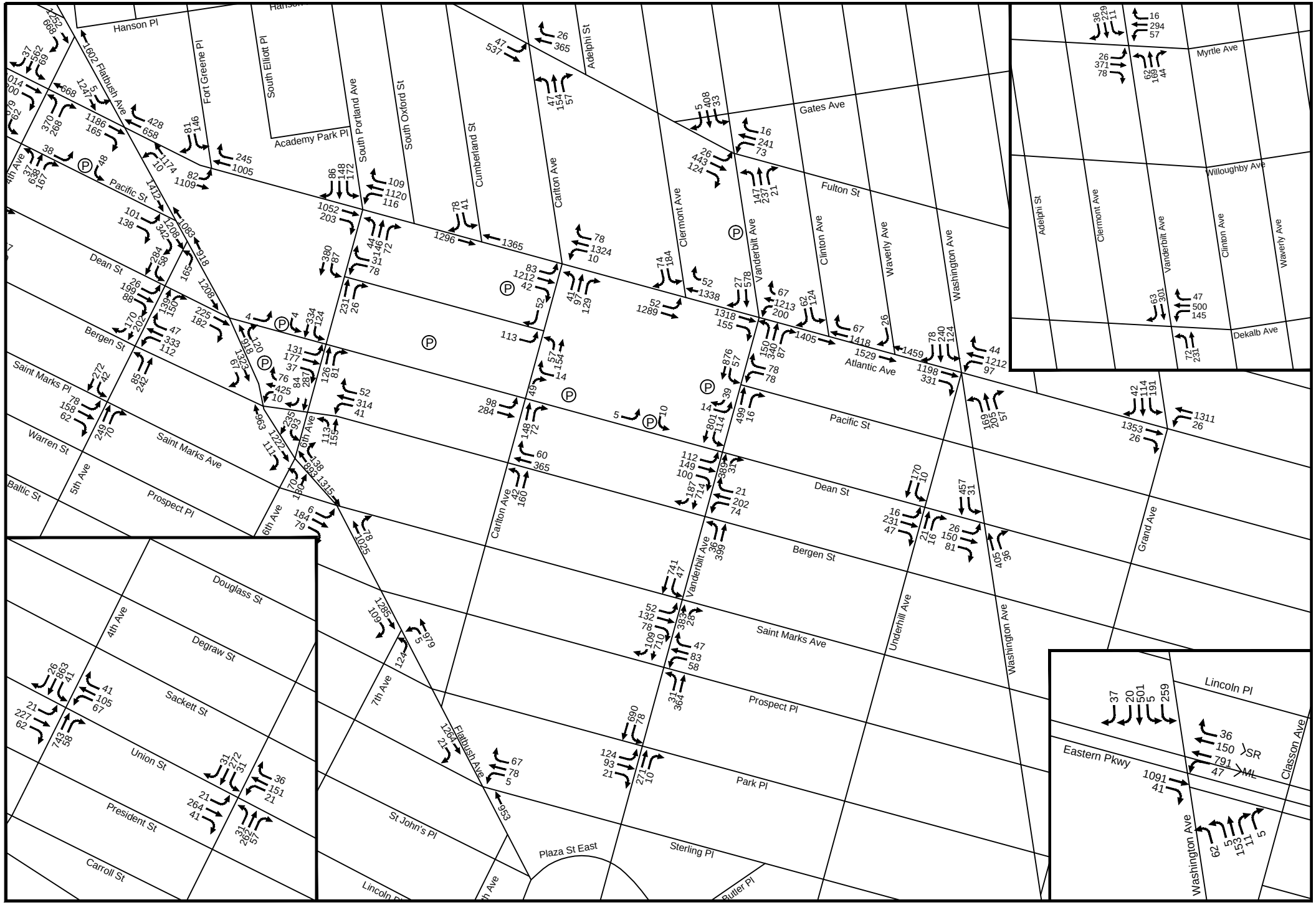
Future Without Phase II Peak Hour Traffic Network - 5-6 PM




Atlantic Yards SEIS

Figure C-8b

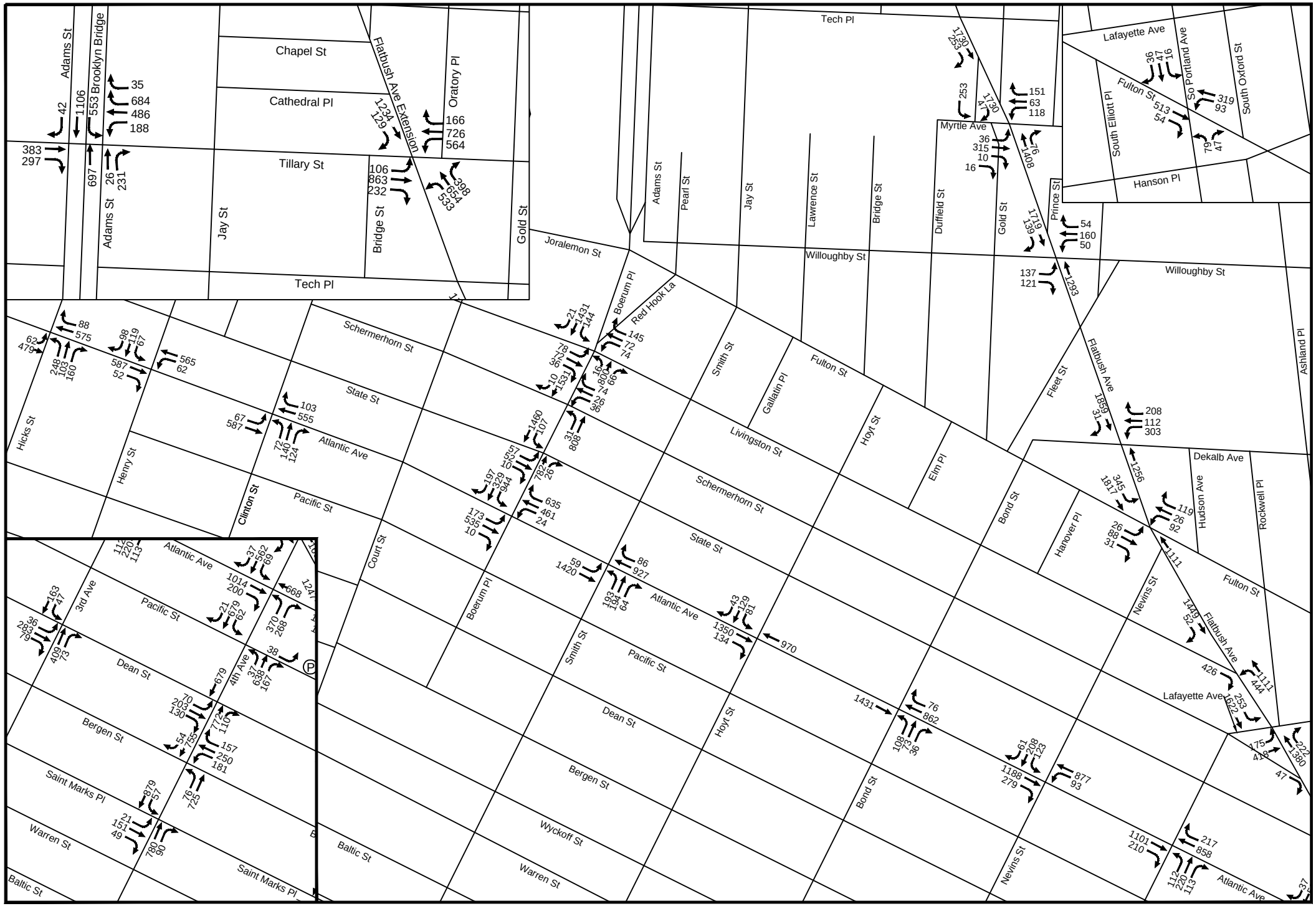
Future Without Phase II Peak Hour Traffic Network - 5-6 PM




Atlantic Yards SEIS

Figure C-9a

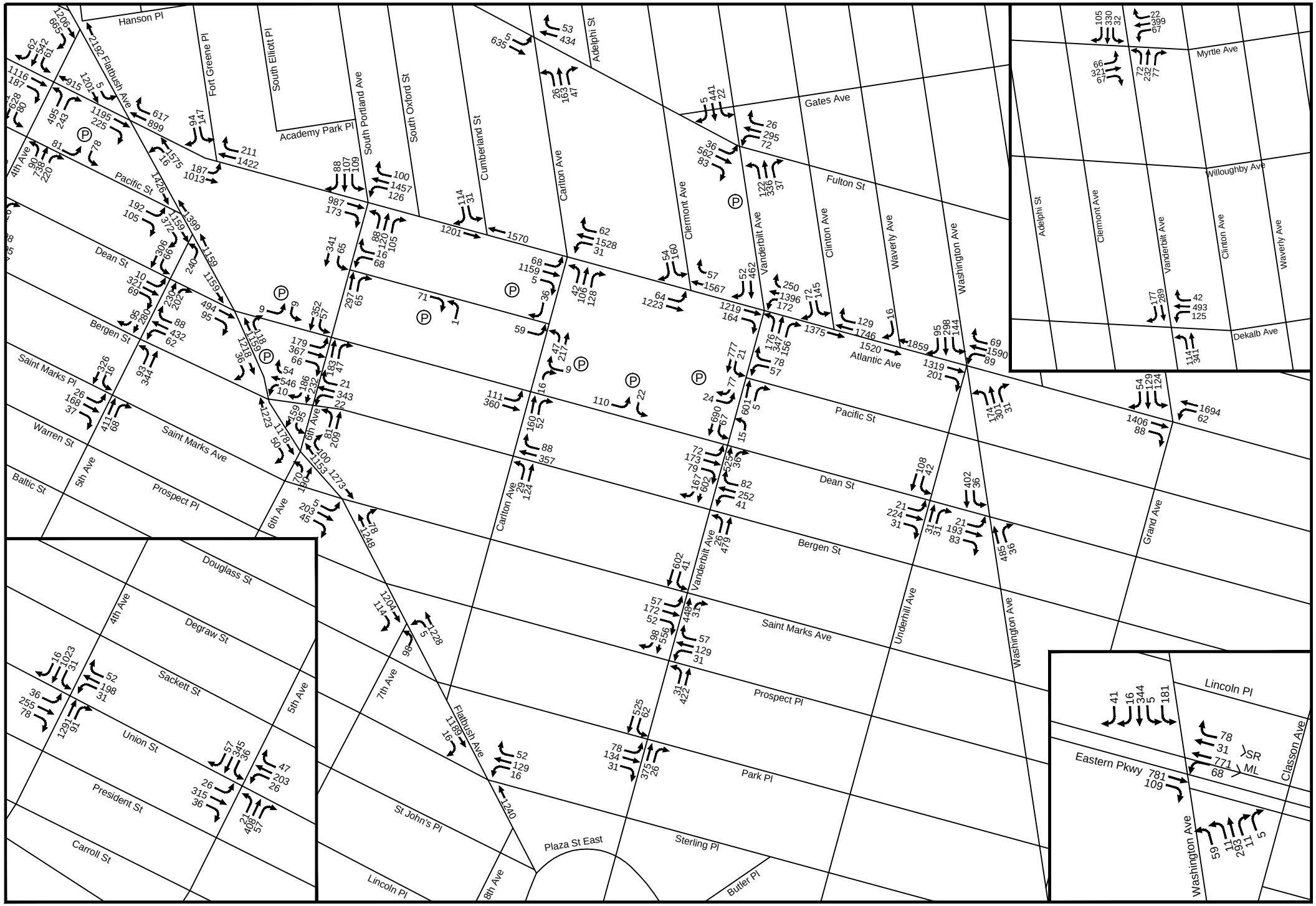
Future Without Phase II Peak Hour Traffic Network - 7-8 PM Pregame




Atlantic Yards SEIS

Figure C-9b

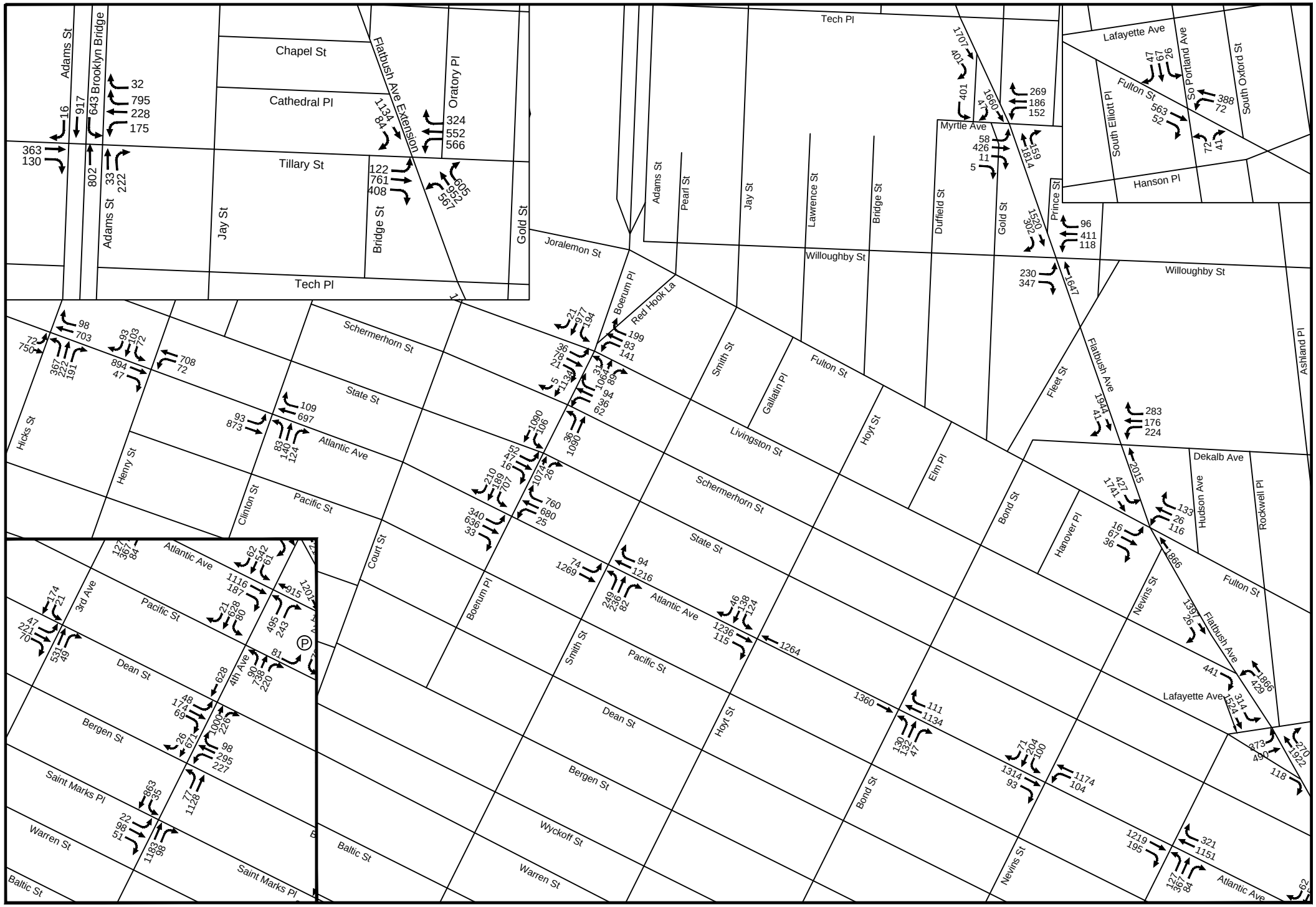
Future Without Phase II Peak Hour Traffic Network - 7-8 PM Pregame




Atlantic Yards SEIS

Figure C-10a

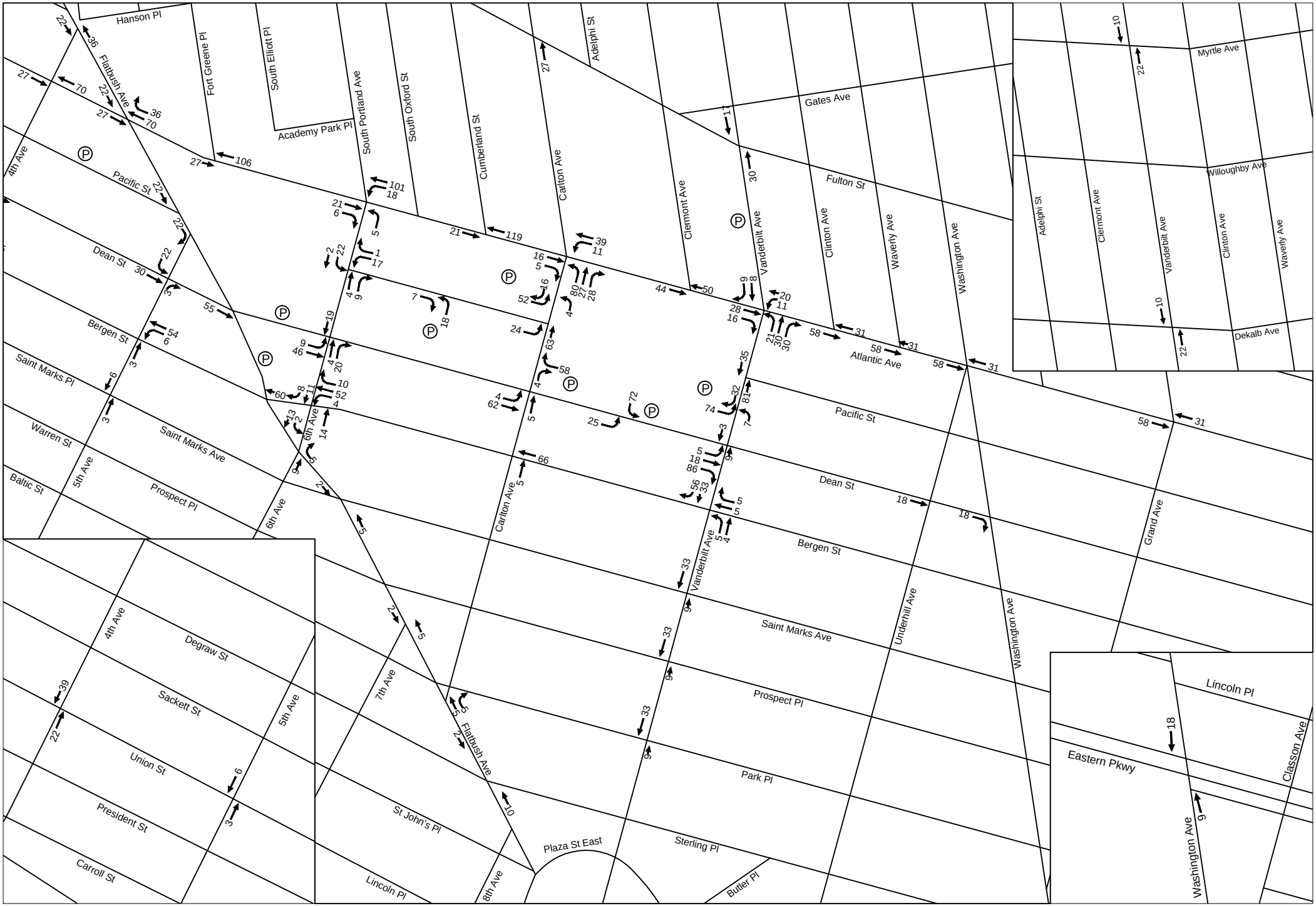
Future Without Phase II Peak Hour Traffic Network - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-10b

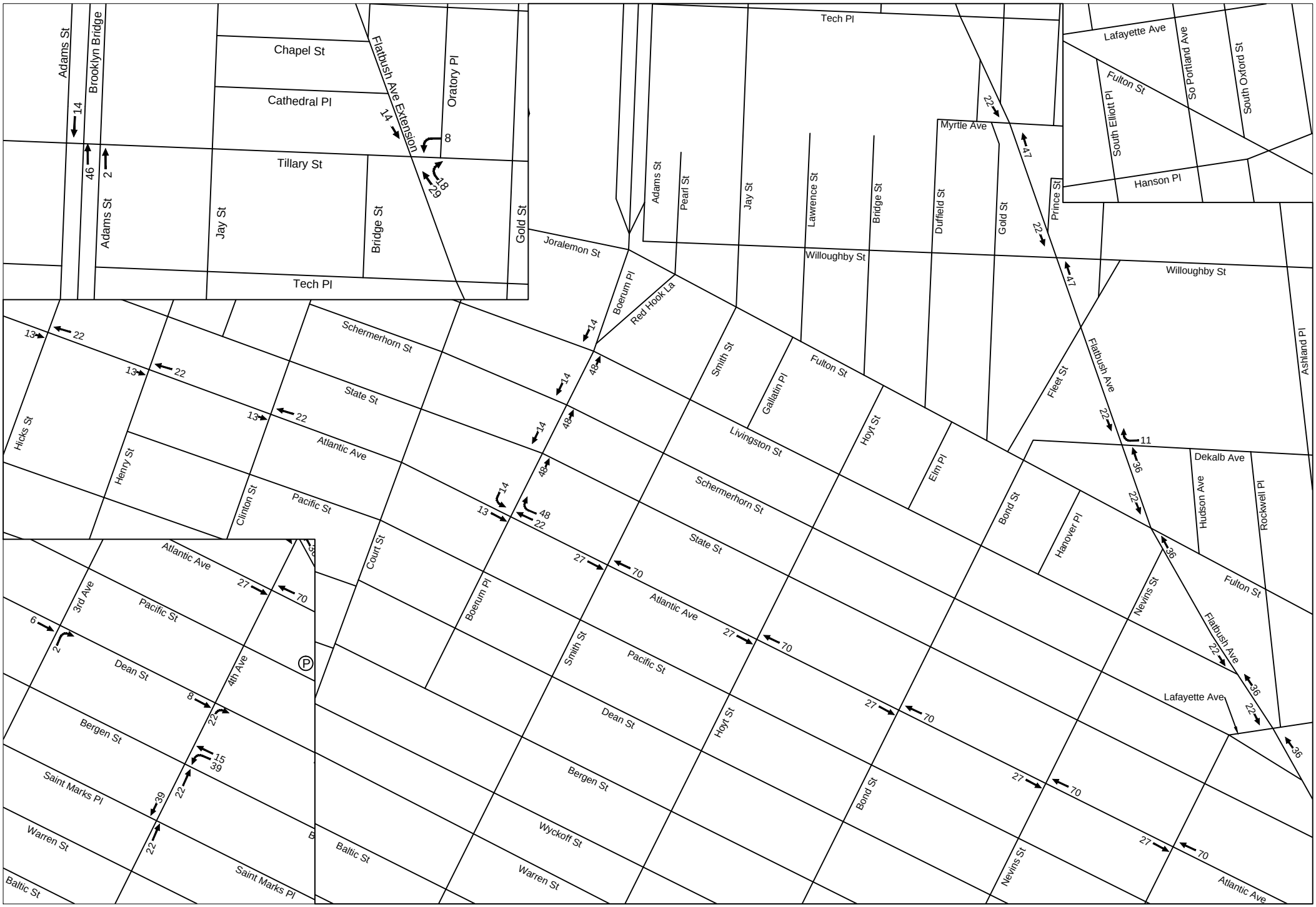
Future Without Phase II Peak Hour Traffic Network - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-11a

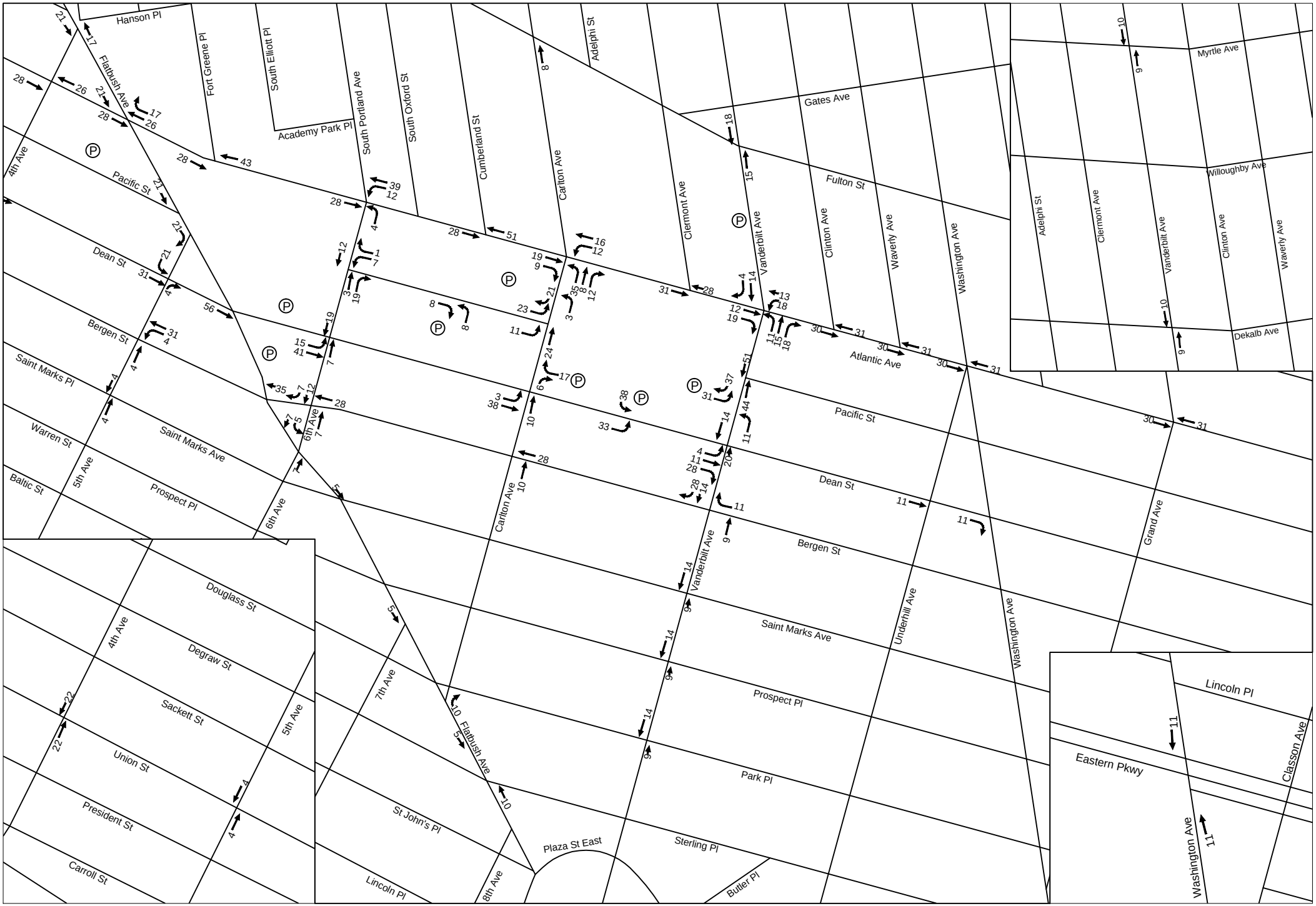
Phase II Project Increment Vehicle Trip Assignment - 8-9 AM




Atlantic Yards SEIS

Figure C-11b

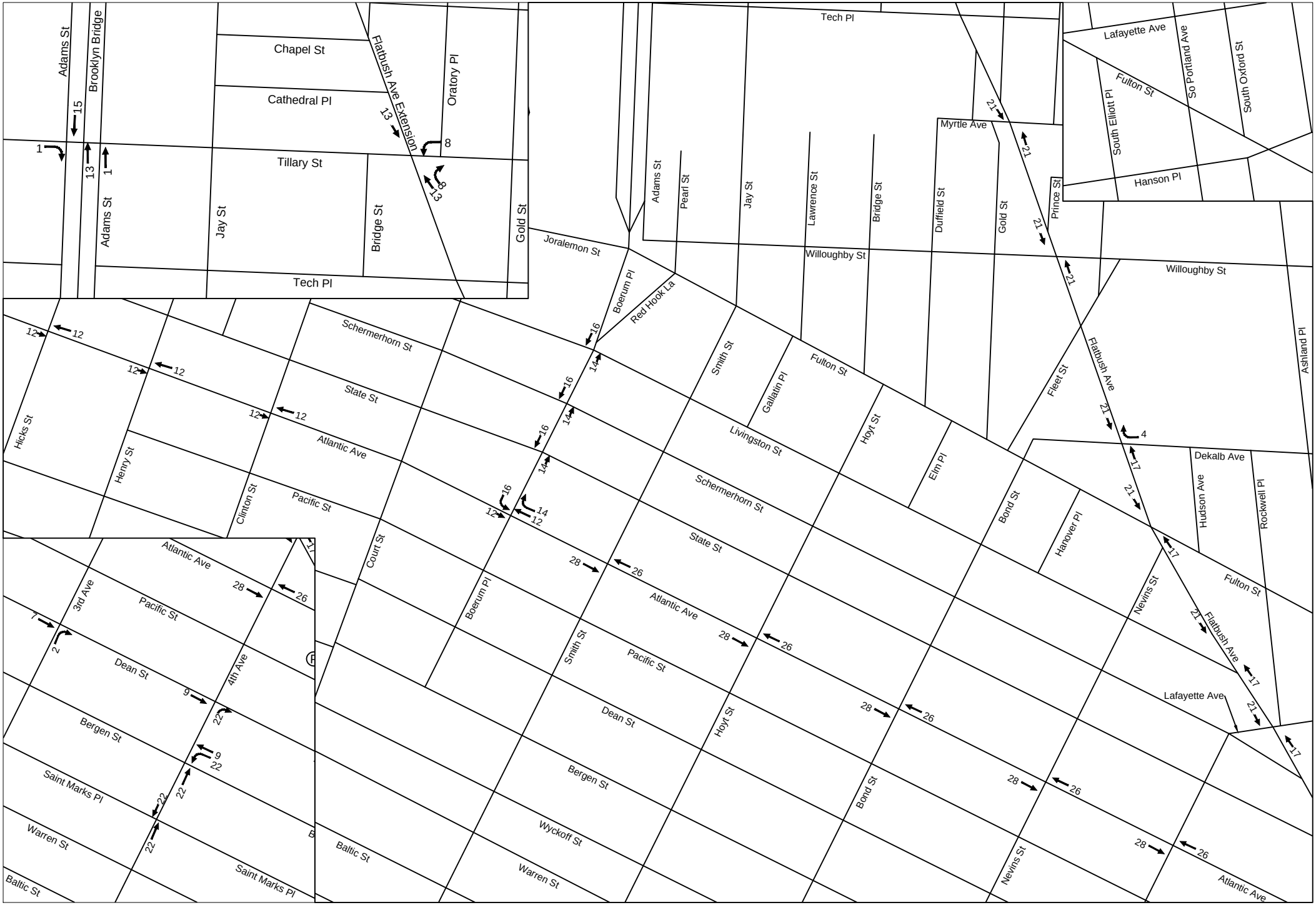
Phase II Project Increment Vehicle Trip Assignment - 8-9 AM




Atlantic Yards SEIS

Figure C-12a

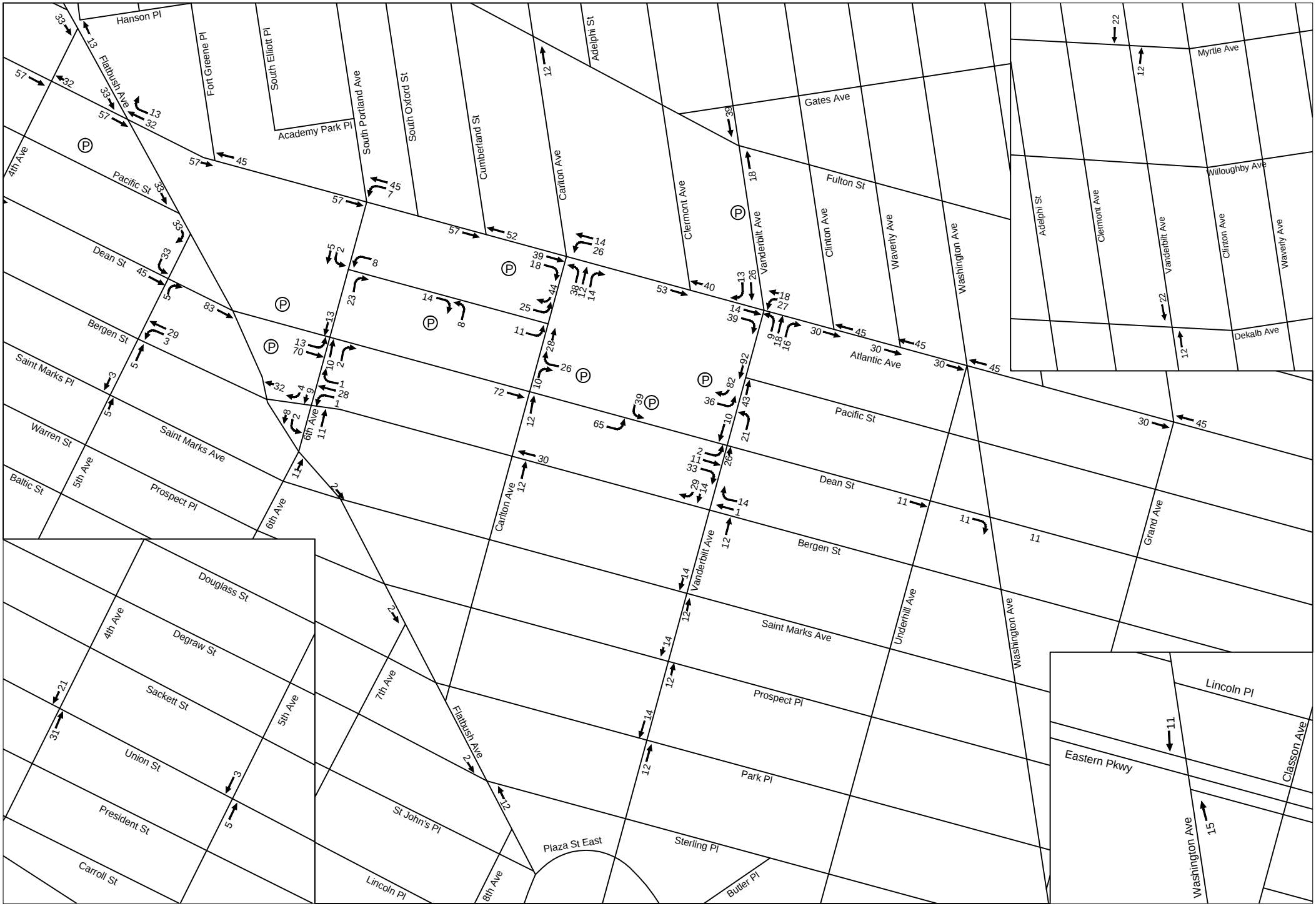
Phase II Project Increment Vehicle Trip Assignment - 12-1 PM Midday




Atlantic Yards SEIS

Figure C-12b

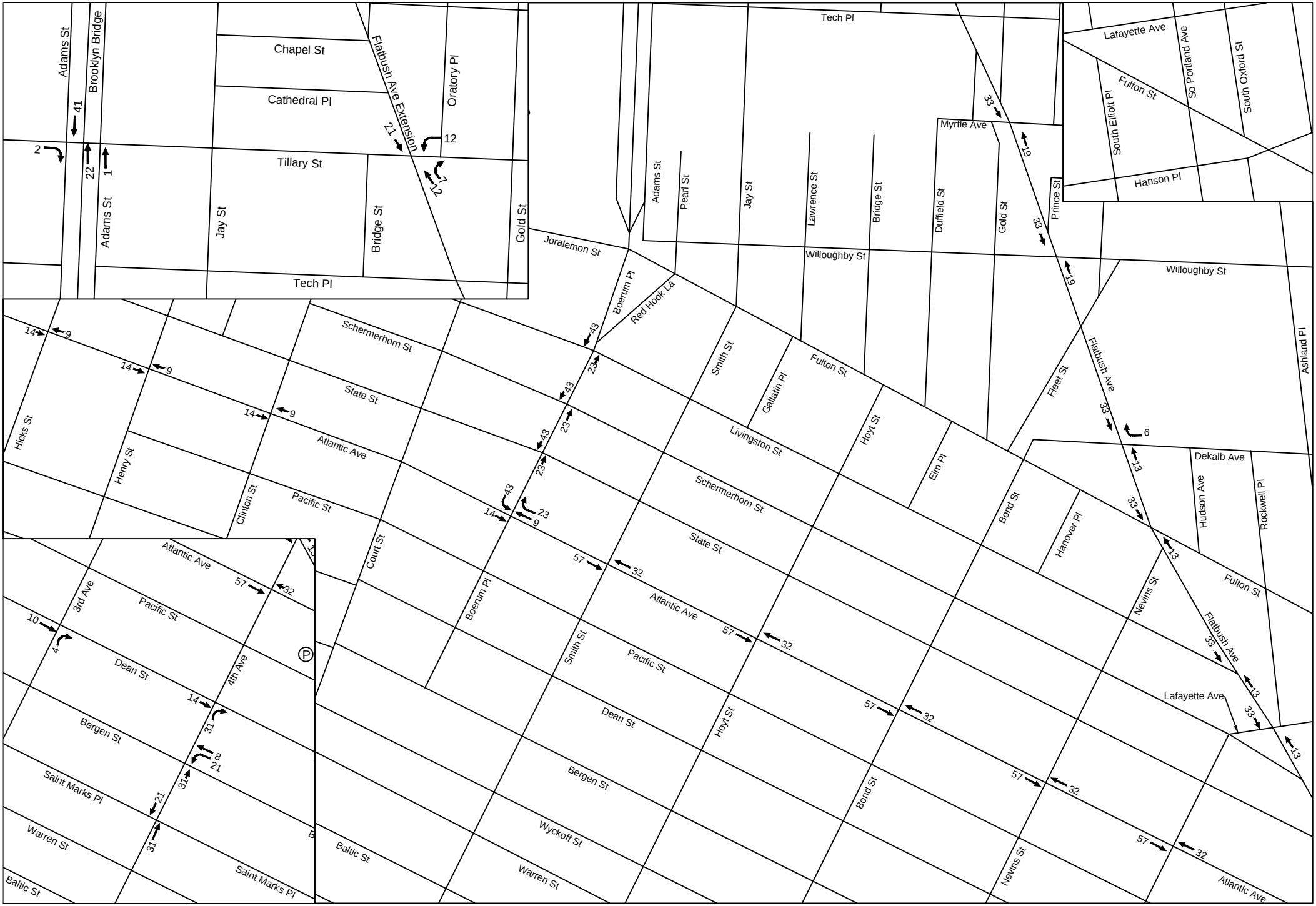
Phase II Project Increment Vehicle Trip Assignment - 12-1 PM Midday




Atlantic Yards SEIS

Figure C-13a

Phase II Project Increment Vehicle Trip Assignment - 5-6 PM




Atlantic Yards SEIS

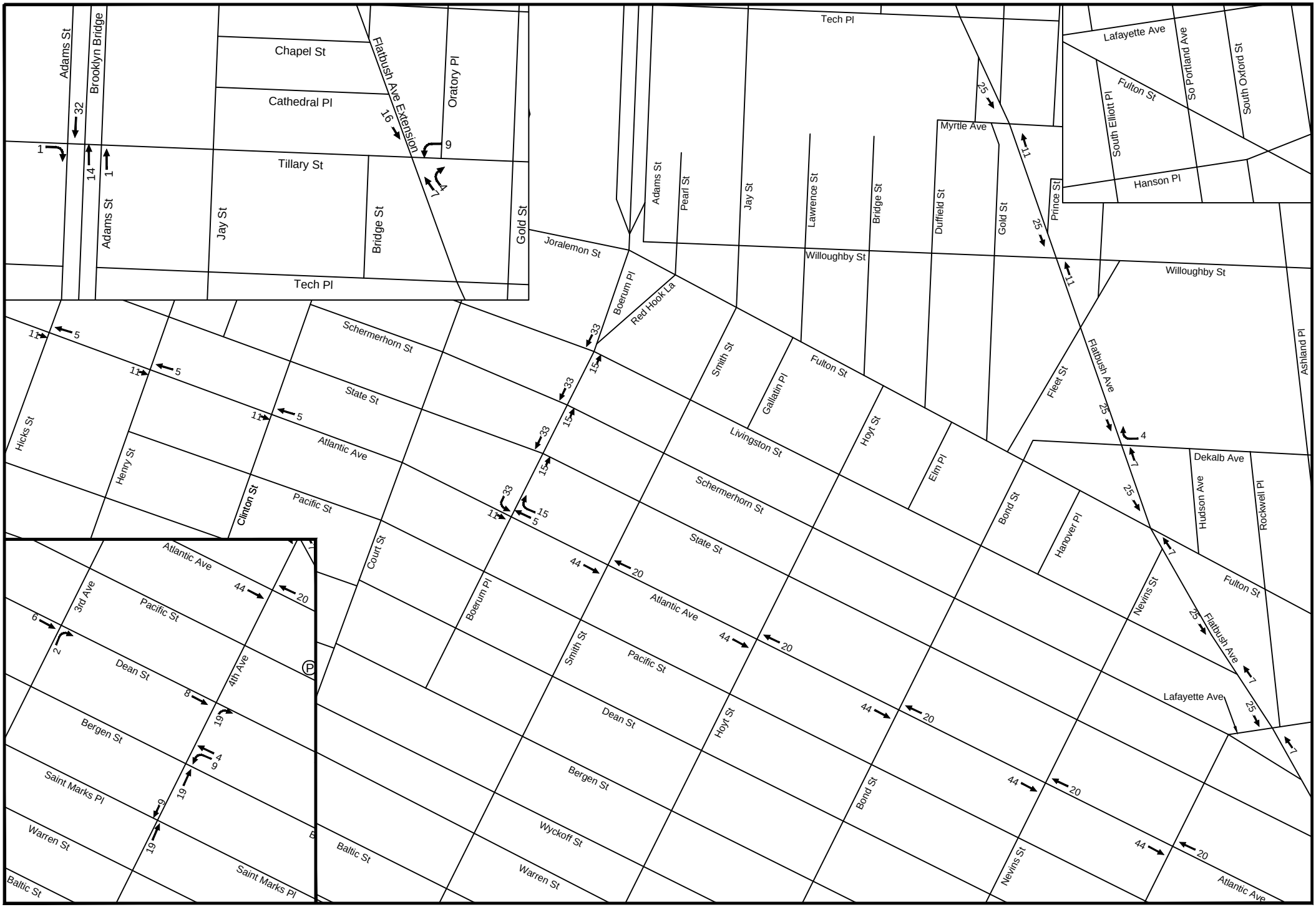
Figure C-13b

Phase II Project Increment Vehicle Trip Assignment - 5-6 PM

Atlantic Yards SEIS

Figure C-14a

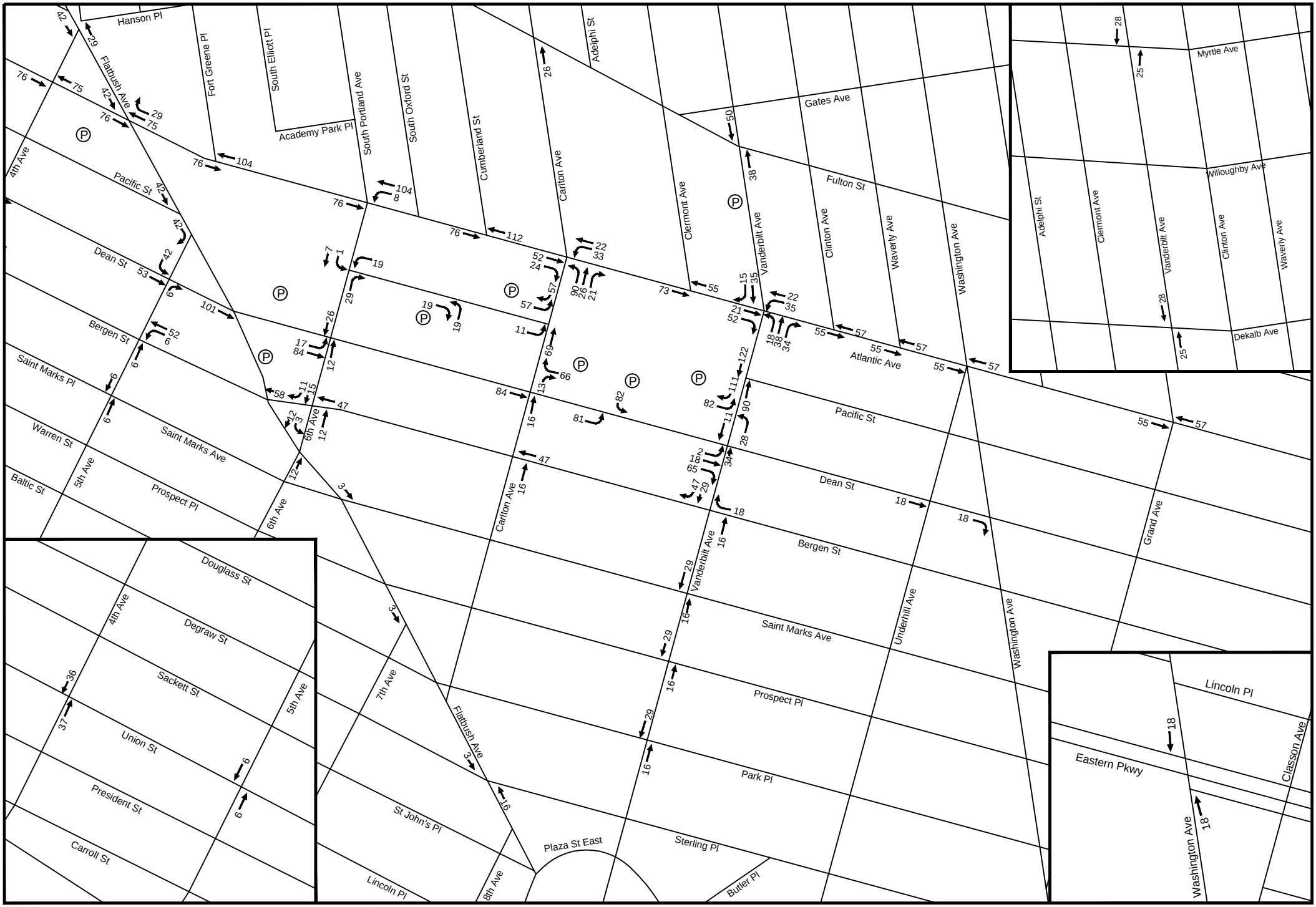
Phase II Project Increment Vehicle Trip Assignment - 7-8 PM Pregame




Atlantic Yards SEIS

Figure C-14b

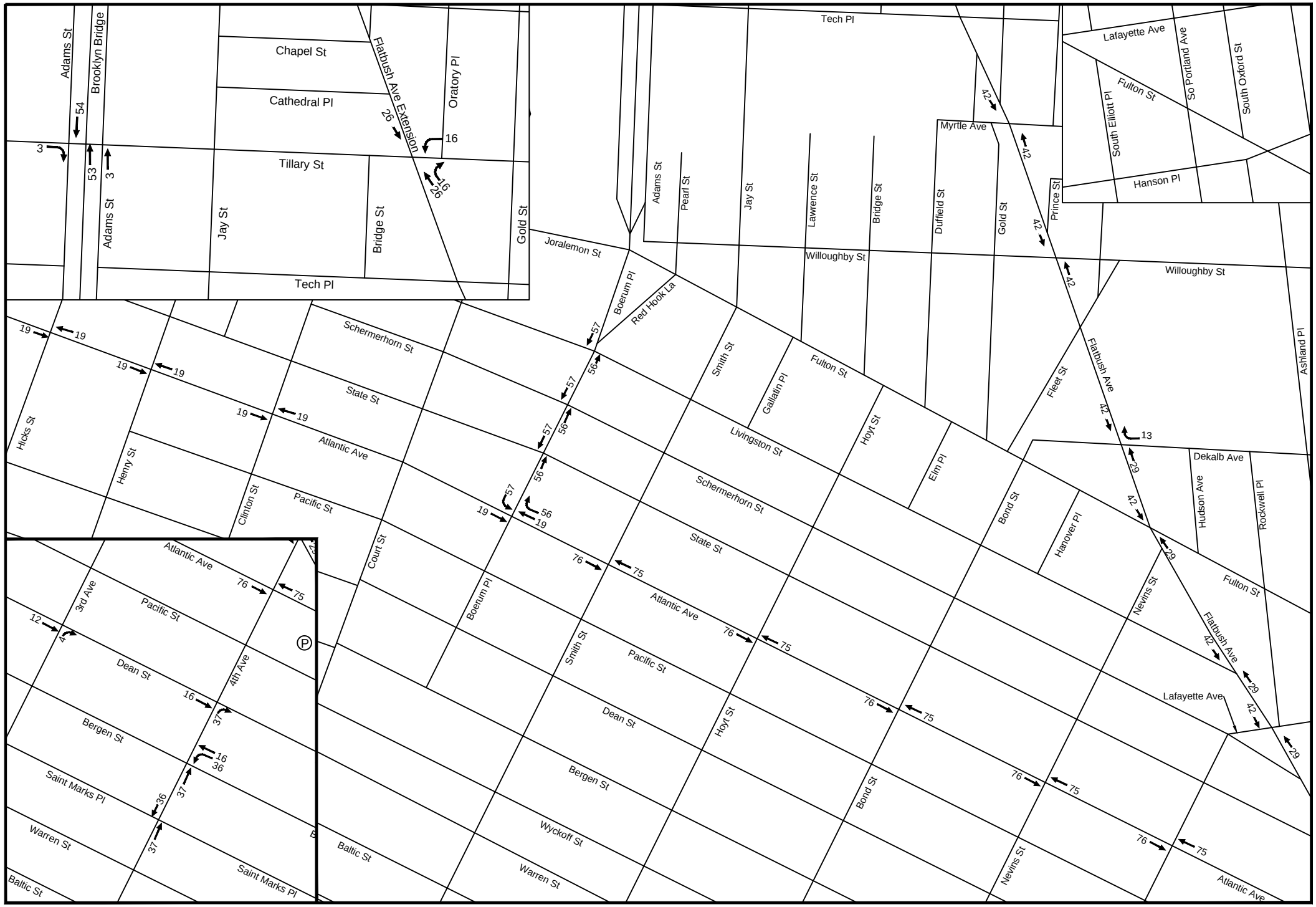
Phase II Project Increment Vehicle Trip Assignment - 7-8 PM Pregame




Atlantic Yards SEIS

Figure C-15a

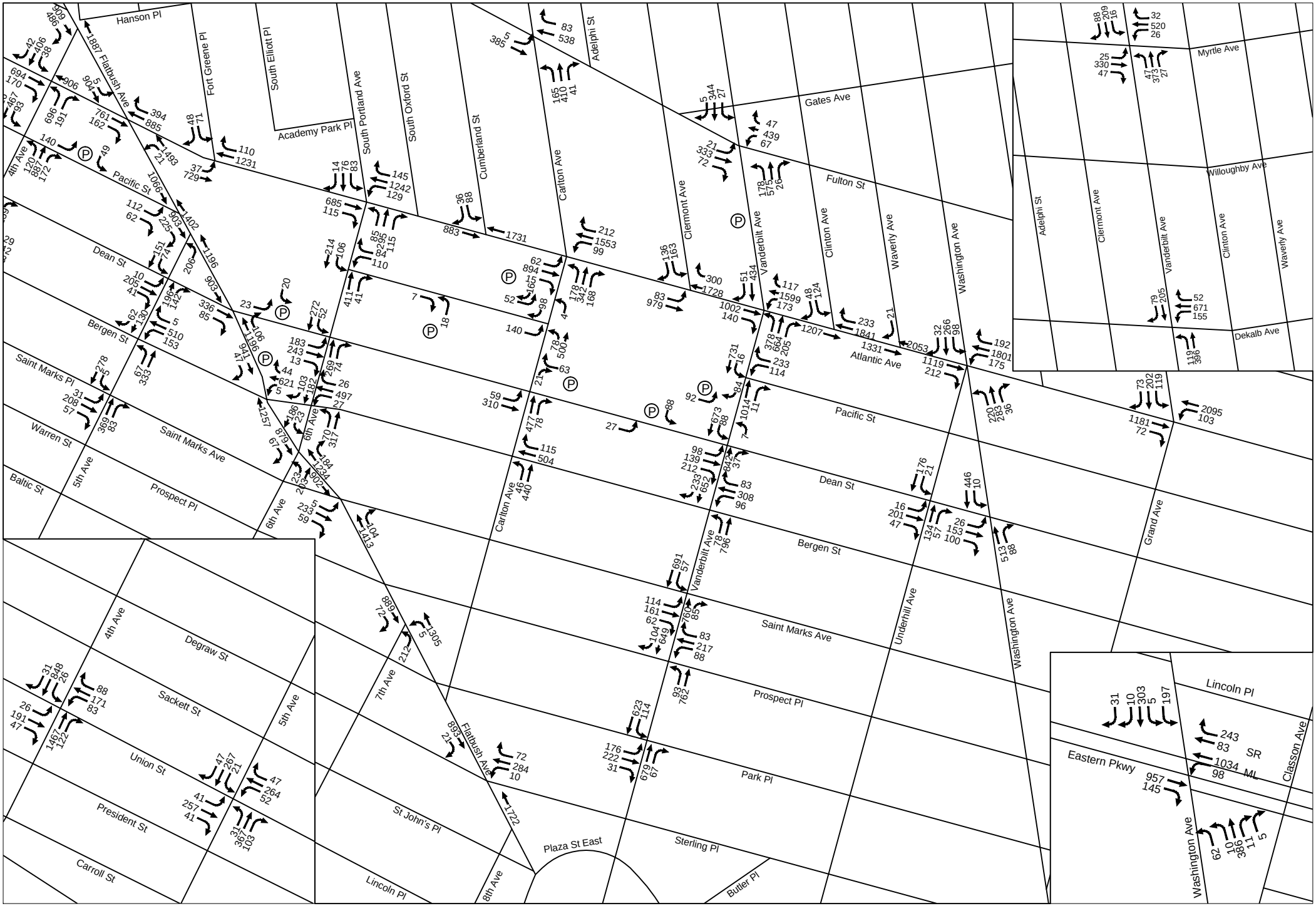
Phase II Project Increment Vehicle Trip Assignment - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-15b

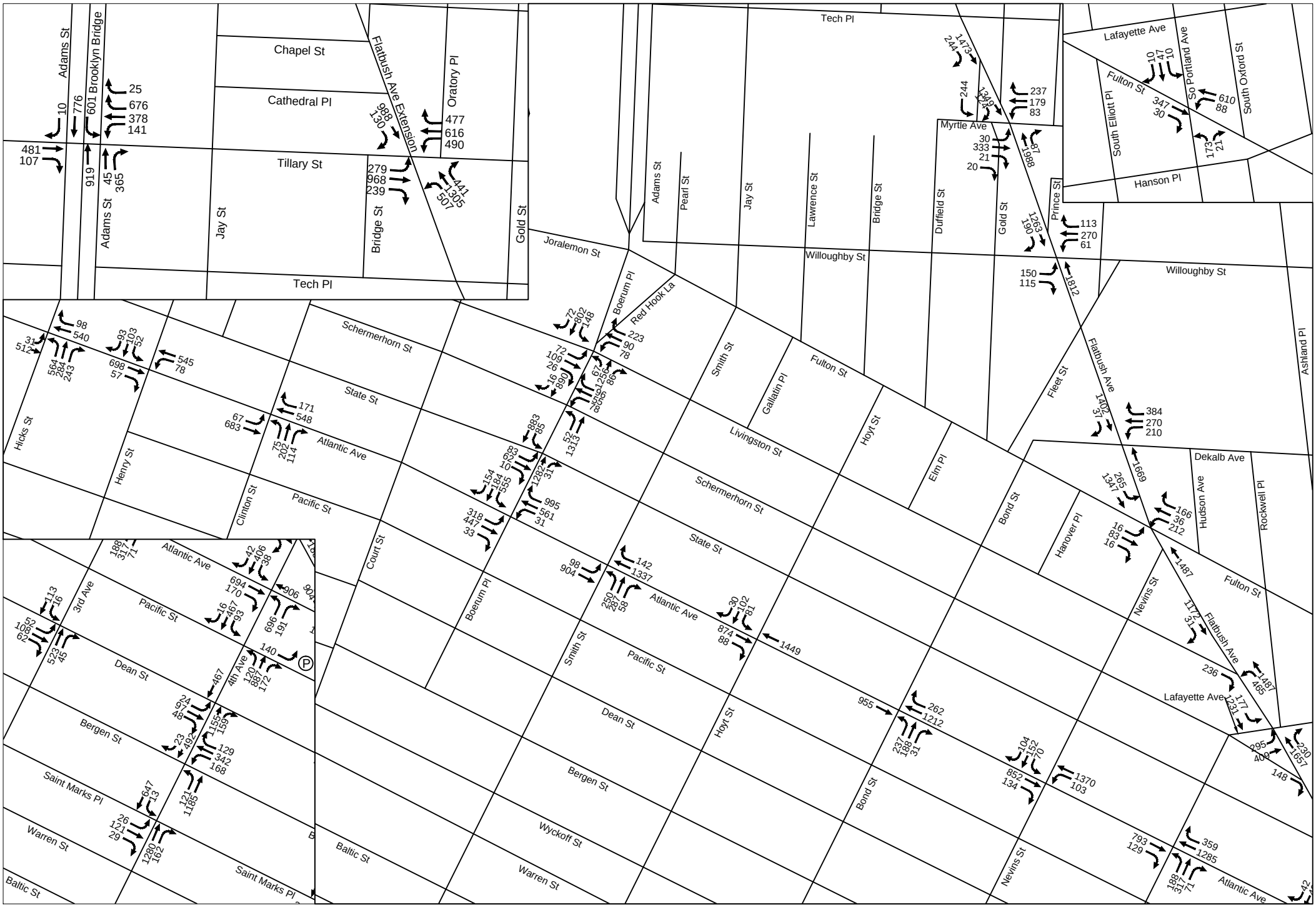
Phase II Project Increment Vehicle Trip Assignment - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-16a

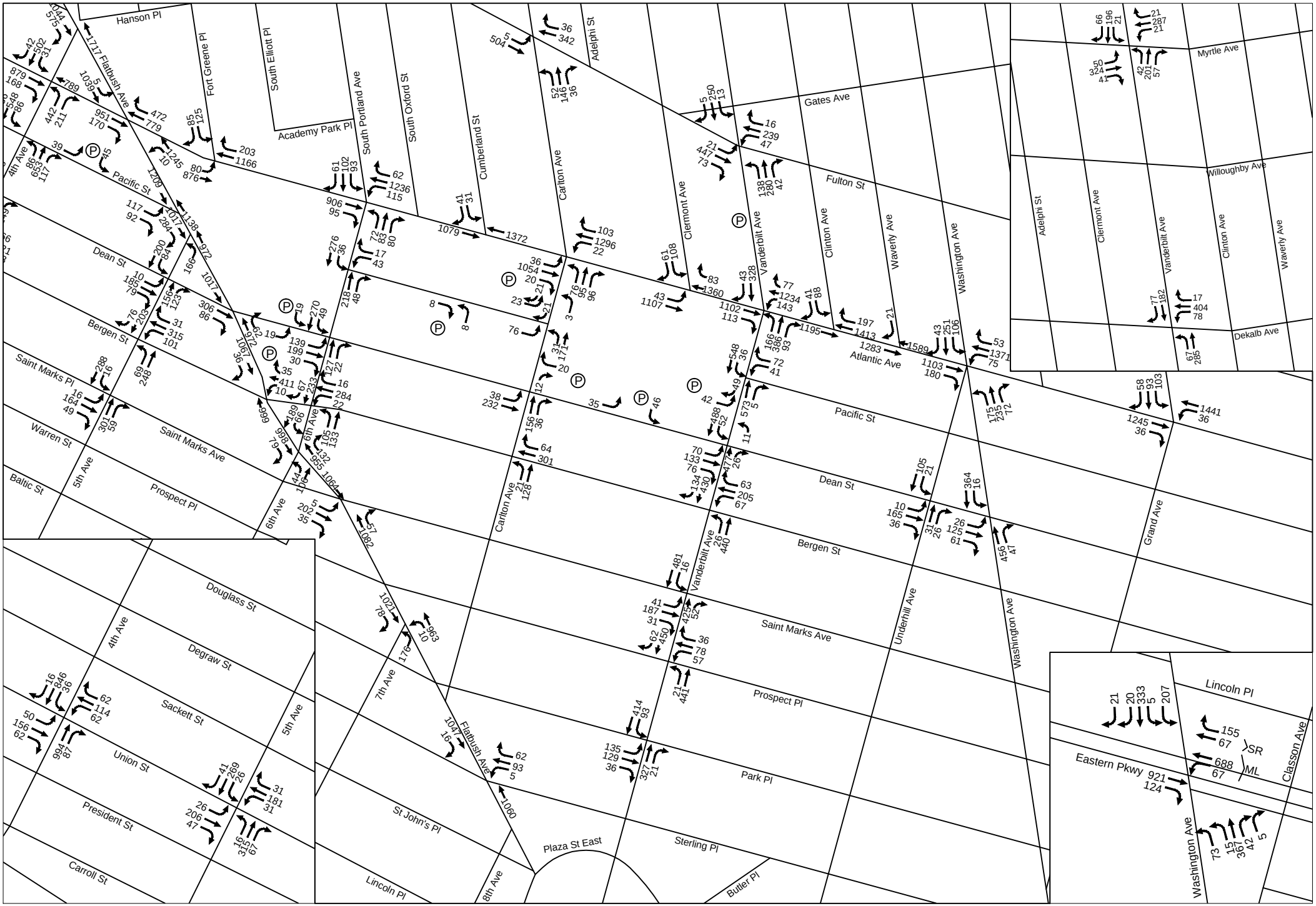
Future With Phase II Peak Hour Traffic Network - 8-9 AM




Atlantic Yards SEIS

Figure C-16b

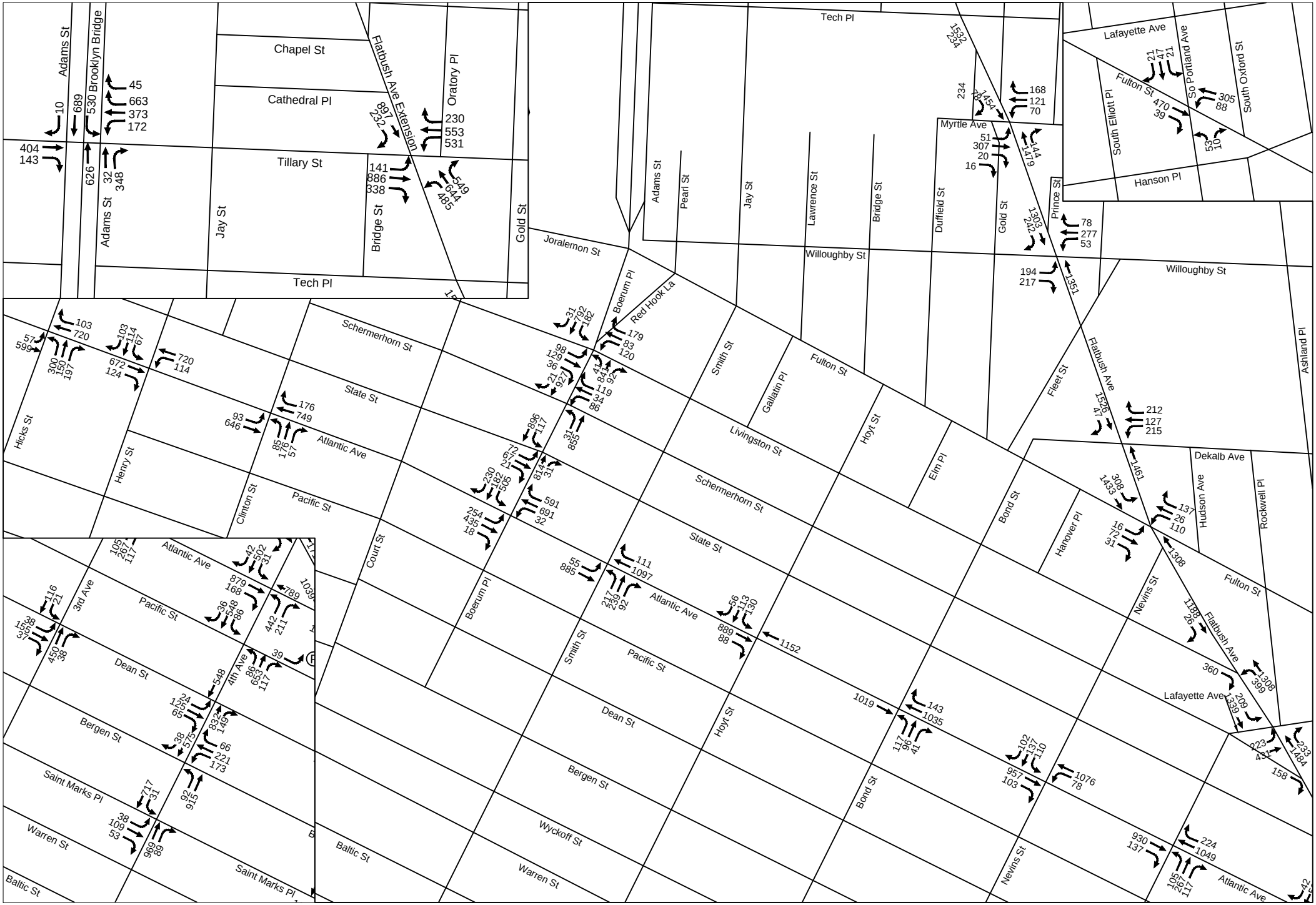
Future With Phase II Peak Hour Traffic Network - 8-9 AM




Atlantic Yards SEIS

Figure C-17a

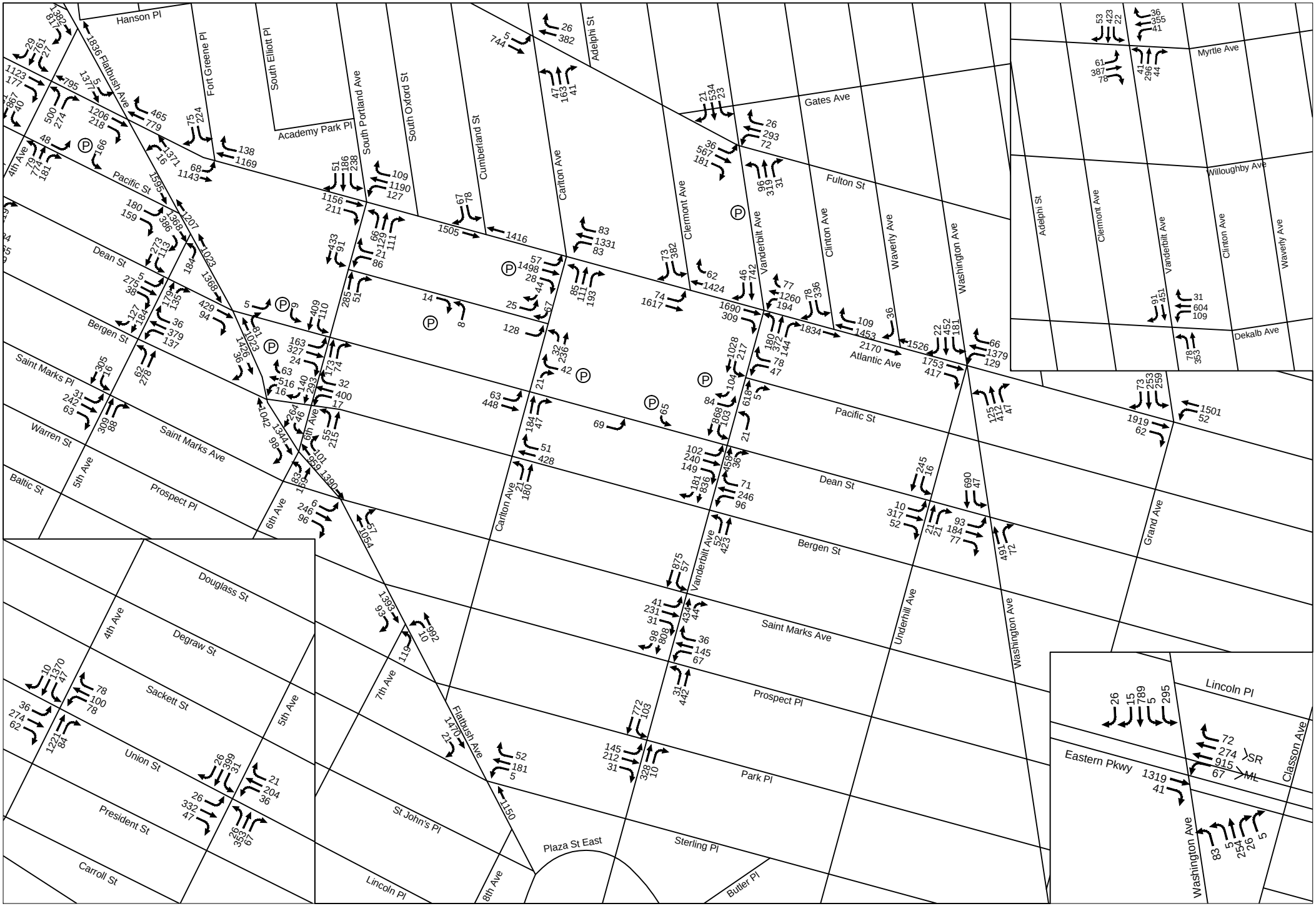
Future With Phase II Peak Hour Traffic Network - 12-1 PM Midday




Atlantic Yards SEIS

Figure C-17b

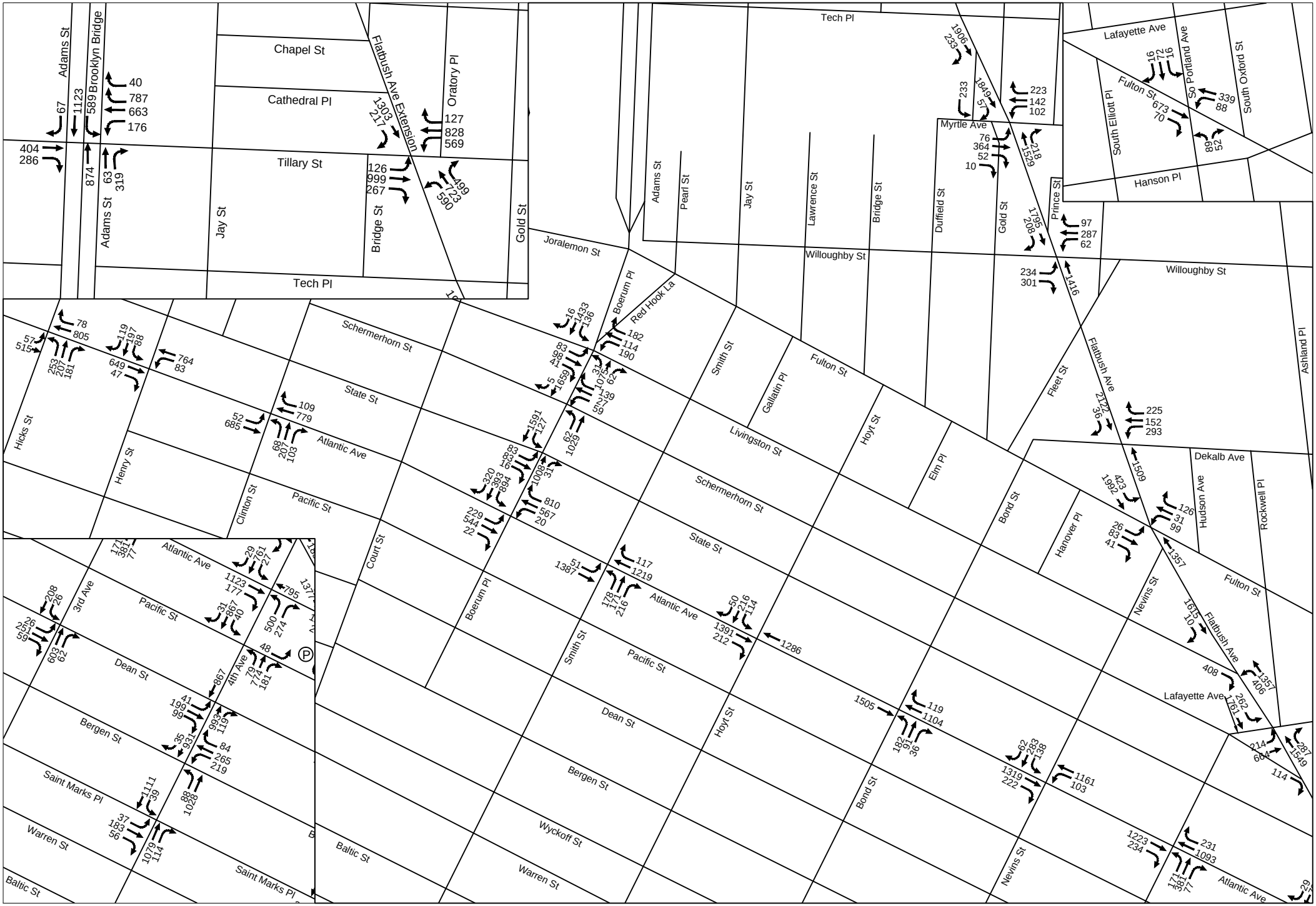
Future With Phase II Peak Hour Traffic Network - 12-1 PM Midday




Atlantic Yards SEIS

Figure C-18a

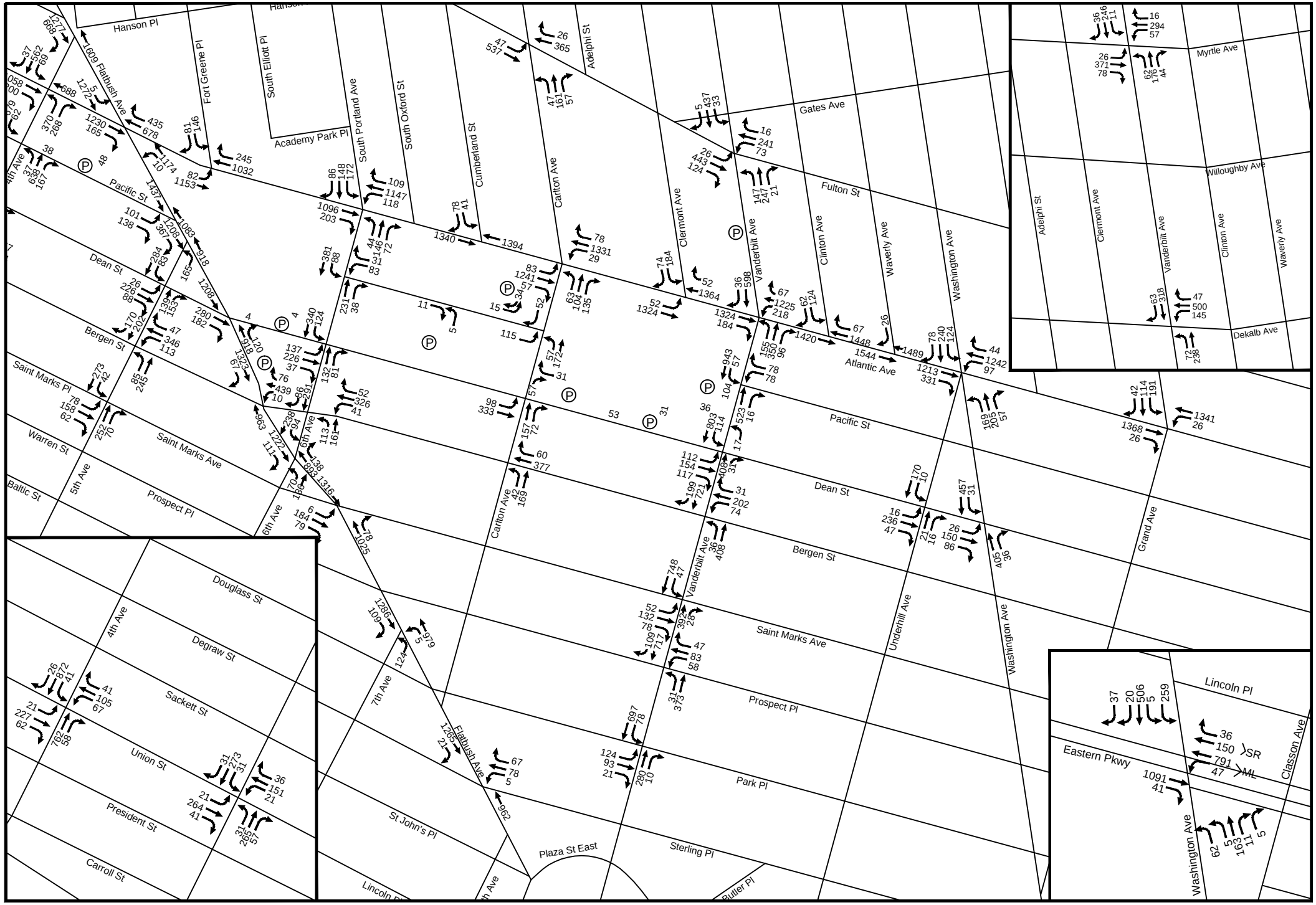
Future With Phase II Peak Hour Traffic Network - 5-6 PM




Atlantic Yards SEIS

Figure C-18b

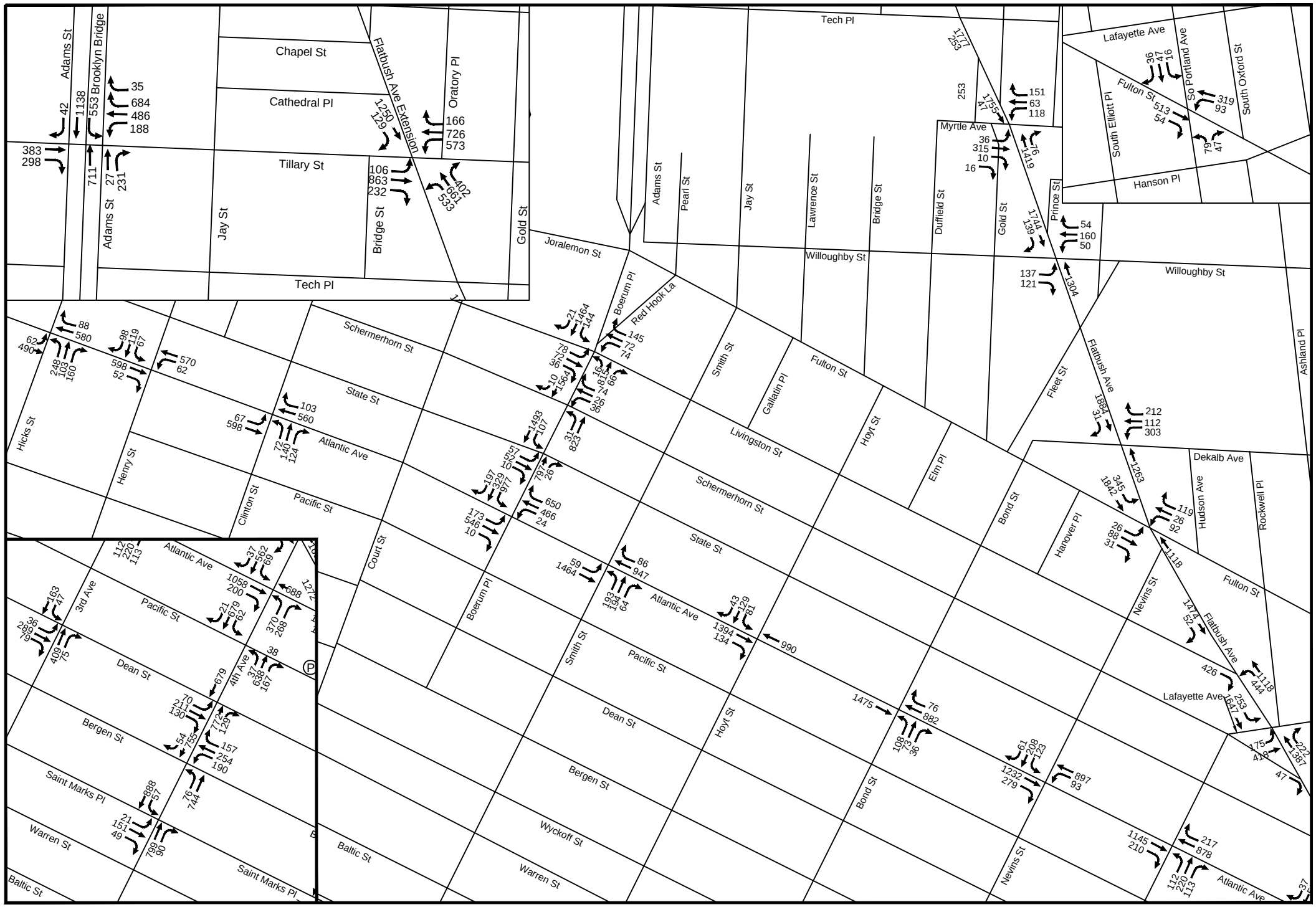
Future With Phase II Peak Hour Traffic Network - 5-6 PM




Atlantic Yards SEIS

Figure C-19a

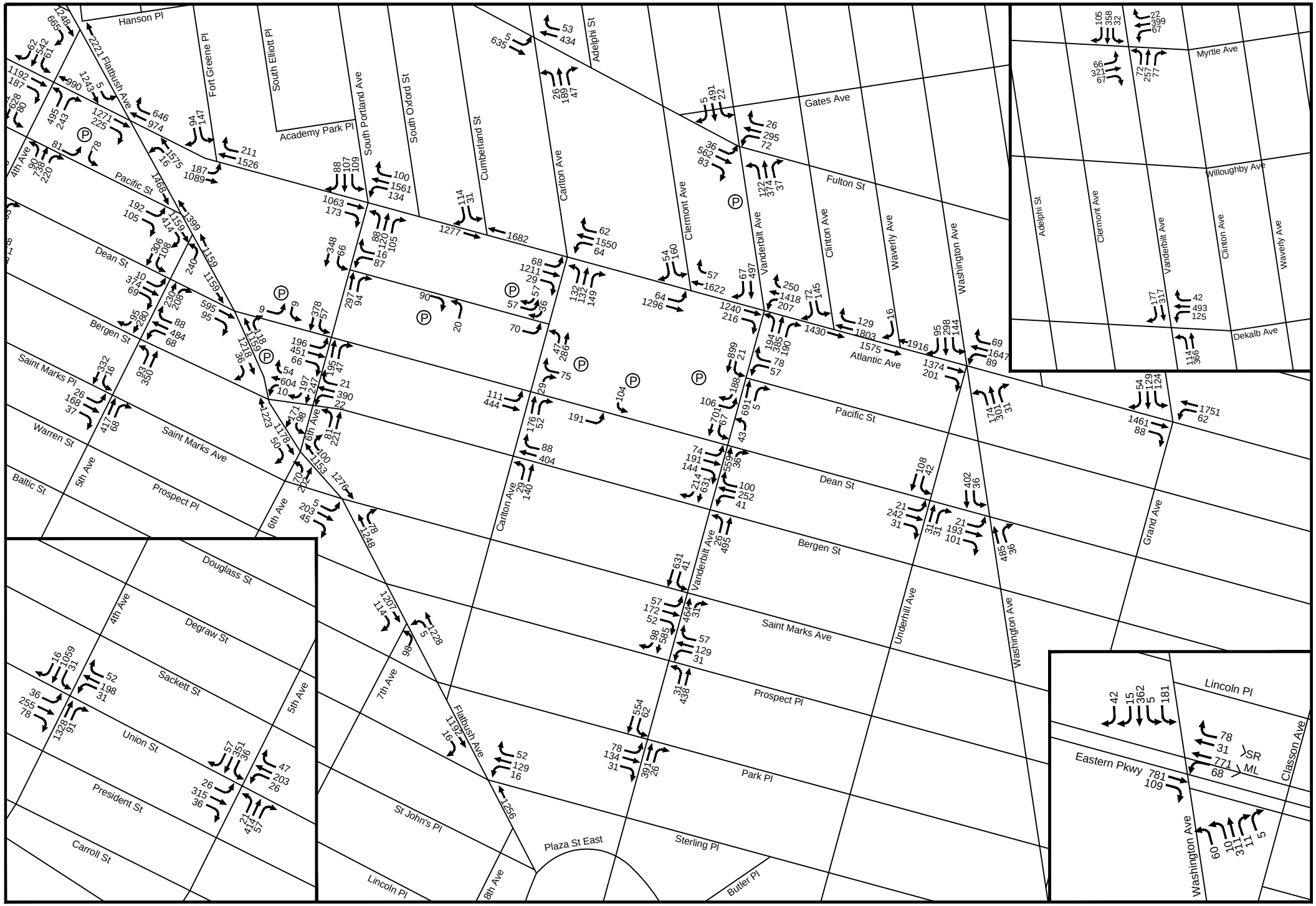
Future With Phase II Peak Hour Traffic Network - 7-8 PM Pregame




Atlantic Yards SEIS

Figure C-19b

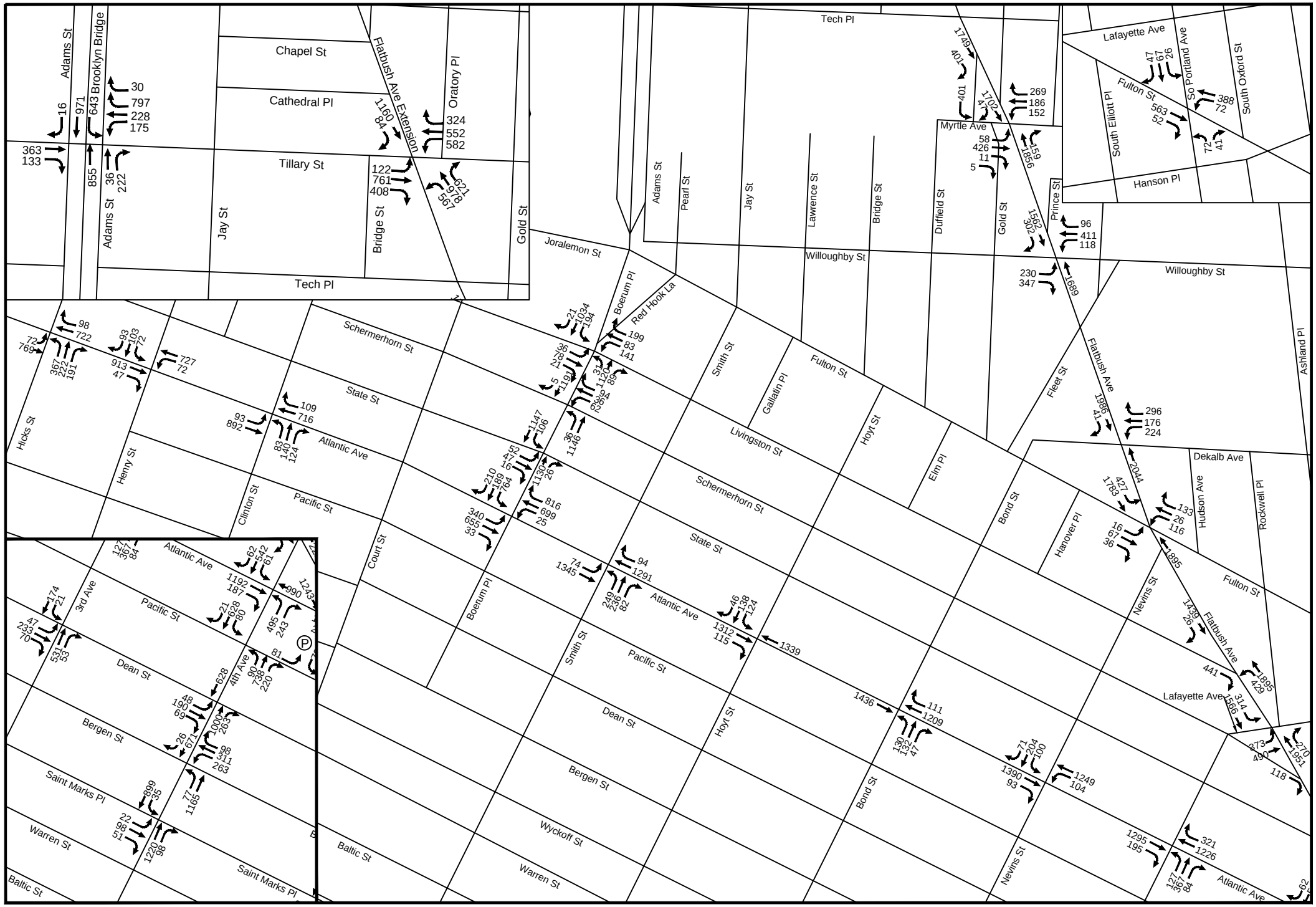
Future With Phase II Peak Hour Traffic Network - 7-8 PM Pregame




Atlantic Yards SEIS

Figure C-20a

Future With Phase II Peak Hour Traffic Network - Saturday 1-2 PM Pregame




Atlantic Yards SEIS

Figure C-20b

Future With Phase II Peak Hour Traffic Network - Saturday 1-2 PM Pregame

**Table C-1**

**Future Study Area Development Included as Discrete Projects for the Transportation Analyses**

**Projects Within a 3/4-Mile Perimeter of the Project Site**

| Site No. | Project Name | Address | Dwelling Units | Hotel Rooms | Retail (GSF) | Office (GSF) | Community Facility (GSF) | Industrial (GSF) | Parking (Spaces) | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Atlantic Yards: Phase 1 (Commercial Mixed-Use Variation) | | 1,498 | | 78,327 | 1,075,512 | | | 1,161 | Commercial mixed-use variation assumed for the weekday transportation analyses. Also includes 17,700-seat Barclays Center Arena with 12,756 GSF of retail space |
| | Atlantic Yards: Phase 1 (Residential Mixed-Use Variation) | | 1,922 | 180 | 78,327 | 336,000 | | | 1,161 | Residential mixed-use variation assumed for the Saturday transportation analyses. Also includes 17,700-seat Barclays Center Arena with 12,756 GSF of retail space |
| 2 | TFANA | | | | | | 27,500 | | | Theatre for a New Audience - New 27,500-sf facility will include a 299-seat theater and rehearsal studio |
| 4 | BAM North Site II | | 100 | | 17,000 | | 12,500 | | | 85,000 residential sf, 17,000 retail and 12,500 cultural facility space according to our planning division |
| 5 | Strand Theatre | 647 Fulton Street | | | | | 40,000 | | | Renovation of the Strand Theatre to a multi-disciplinary arts and media complex that will will double BRIC's operating space to 40,000 square feet and modernize the 17,000-sf UrbanGlass glassworking facility and expand it by 3,300 sf. |
| 6 | BAM South Site | | 402 | | 21,465 | | 47,000 | | 225 | 32-story mixed use development including 280,290 zsf residential use (up to 402 dwelling units including 20% affordable), 47,000 sf cultural and community space (15,000 zsf non profit cinema and 32,055 sf community facility/cultural), 21,465 zsf retail/restaurant use, a 225-space public parking garage |
| 7 | 66 Rockwell | 29 Flatbush Ave | 327 | | 8,000 | | | | | 44-story mixed use development including 327 dwelling units with ground-floor retail - building height 488' |
| 8 | The Hub | 333 Schermerhorn Street | 754 | | 32,470 | | | | 278 | 53-story mixed-use development - 600,632 (754 DU); 32,470 commercial sf (mostly retail); 278 accessory parking spaces - building height 563' |
| 9 | 95 Rockwell Place | 95 Rockwell Place | | 200 | n/a | | n/a | | | 200 key hotel; approximately 30 stories; basement performance space and ground-floor restaurant planned as part of project |
| 11 | Nevins Street Hotel | 46 Nevins Street | | 182 | | | | | | 12-story hotel building; 182 keys; 70,848 zsf; building height 122' |
| 12 | Holiday Inn | 300 Schermerhorn Street | | 247 | | | | | | 14-story hotel; 134' building height; 247 keys |
| 16 | City Point | Willoughby Street, Flatbush Avenue, Fleet Street, Dekalb Avenue, and Gold Street | 1,235 | | 631,000 | 20,000 | | | | Per 2013 City Point EAS: 631,000 gsf retail podium with 20,000 gsf office; three towers with 250, 440, and 545 residential units |
| 17 | 81 Fleet Place | 81 Fleet Place | 205 | | 13,000 | | | | 150 | 15-story mixed-use building - 159,785 sf residential; 13,000 sf commercial; 156' tall; 205 DU; 150 parking spaces |
| 19 | 384-388 Bridge Street | 384 Bridge Street | 381 | | 31,677 | | | | 142 | 381 DU; 31,677 sf commercial, 142 parking spaces; 53 stories |
| 20 | Avalon Willoughby West: 100 Willoughby Street | 214 Duffield Street | 861 | | 20,000 | | | | | 861 DU; 57 stories; 596' building height; 20,000 sf of commercial; 738,080 sf of residential |
| 21 | Offerman Building | 505 Fulton Street | 571 | | 53,000 | | | | | 571 DU; 53,000 sf retail |
| 24 | 13 St. Marks Place | 13 St. Marks Place | | | | | 12,959 | | | 12,959 sf community facility; 4-stories |
| 25 | 316 Bergen Street | 316 Bergen Street | 84 | | | | | | | 8-story; 84 DU; 69,998 sf residential |
| 26 | 210 Vanderbilt Avenue | 210 Vanderbilt Avenue | | | | | 29,072 | | | 3-stories; 29,072 sf community facility |
| 32 | 215 Flatbush Avenue | 215 Flatbush Avenue | 53 | | 9,875 | | | | | 6-story; 53 DU; 9,875 sf commercial; 45,435 sf residential |
| 33 | 346 Bergen St | 346 Bergen St | 24 | | 62,085 | | | | | 3 story commercial/retail building plus cellar |
| 34 | Site P | Lots 2,11,12,15-18,23,34-37,41-43,46-48,50-52 | | | 36,644 | 777,676 | | | | Downtown Brooklyn Rezoning - Revised SF based on Projected Site P, minus Lot 29 (planned park), Lot 7 (planned hotel), and Lot 14 (already redeveloped) |
| 39 | 270 Atlantic Ave | 270 Atlantic Ave | | | 28,425 | | | | | 2 story commercial building |
| 42 | 267 Pacific Street | 267 Pacific Street | 60 | | 2,728 | | | | 30 | 7 story mixed use building |
| 46 | 40 Putnam Ave | 40 Putnam Ave | 59 | | | | | | | 7 story residential building |
| 57 | 468 Baltic St | 468 Baltic St | | | | | | 17,000 | | 3 story warehouse |
| 62 | 954 Bergen Street | 954 Bergen Street | 38 | | | | | | 19 | 6 story residential building |
| 69 | 956 Dean Street | 956 Dean Street | 11 | | | | | | | 6 story residential building |
| 70 | 505 St Marks Ave | 505 St Marks Ave | 128 | | | | 5,077 | | 84 | 7 story mixed use building (note: project site in Crown Heights W Rez.) |
| 73 | 627 Franklin Avenue | 627 Franklin Avenue | 2 | | 1,000 | | | | | 4 story mixed use building |
| 91 | 482 Franklin Ave | 482 Franklin Ave | 100 | | | | | | 33 | 7 story residential building |
| 95 | Crown Heights West Rezoning: Projected Site 2 | 1046 Dean Street | 107 | | 48,183 | | | | 48 | 80 foot tall redevelopment -- considers full build in Rezoning EAS |
| 96 | Crown Heights West Rezoning: Projected Site 3 | 922-924 Bergen St | 97 | | | | | | 44 | 80 foot tall redevelopment -- considers full build in Rezoning EAS |
| 97 | Whole Foods Market | 214 3rd Street | | | 76,627 | | | | 169 | Just outside study area. 17' tall with greenhouse on roof |
| 102 | 470 Vanderbilt Ave | 470 Vanderbilt Ave | 85 | | 17,343 | | 2,000 | | 302 | NB scenario for parking lot site, per EAS |
| 104 | Carlyle/Flank site | 71 Smith Street | 210 | 263 | | | | | | No permit, per Crain's: 210,000 square feet of residential condos and a 105,000-square-foot hotel. Assume 1000 sf per DU, 400 sf per room |
| 105 | 324 Schermerhorn Street | 324 Schermerhorn | 700 | | | | | | | No permit, 700 market rate rentals, per Downtown Brooklyn Partnership Dec. 2011 data |
| 106 | Site M | Red Hook Lane and Boerum Place | | | 160,000 | 640,000 | | | | Site M from Downtown Brooklyn Rezoning, program updated per Downtown Brooklyn Partnership Dec. 2011 data |
| 107 | Atlantic Galleria | 252 Atlantic Ave | | | 13,344 | | | | | No permit, 2-story commercial building, per Brownstoner 7-16-12 and AtlanticGalleria.com |
| 108 | Hotel | 237 Duffield St | | 130 | | | | | | Separate from existing Hotel Indigo |
| 109 | 490 Myrtle Ave | 490 Myrtle Ave | 232 | | 19,500 | | | | | Per news reports |
| 110 | BAM North Site I | | 586 | | 15,500 | | 12,000 | | | Per EAS under review |
| 111 | Site C | | | | | 720,000 | 80,000 | | | Downtown Brooklyn Rezoning - Projected Site C |
| 112 | Site G | | 71 | | 10,000 | | | | | Downtown Brooklyn Rezoning - Projected Site G (assume 1000 sf/DU) |
| 113 | Site BB | 254 Livingston St | 186 | | 21,000 | | | | | Downtown Brooklyn Rezoning - Projected Site BB (assume 1000 sf/DU) |
| 114 | Site I(A) | 86 Fleet Place | 191 | | | | | | | Other portion of site I(A) developed. Program from old NB application |

n/a - data not available

**Additional Projects in the Flatbush Avenue/Tillary Street Area Included for the Transportation Analyses**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| A | 172 Nassau Street | 172 Nassau Street | 128 | | | | | | 32 | 12 story residential building |
| B | Oro II | 311 Gold Street | 208 | | | | | | | 35 story residential building |
| C | LodgeWorks | 125 Flatbush Ave Ext | | 116 | | | | | | 13 story hotel |
| D | 85 Flatbush Ave Extension | 85 Flatbush Ave Ext | 108 | | | | | | | 21 story residential building |
| E | 57 Flatbush Ave Extension | 57 Flatbush Ave Ext | | 65 | | | | | | 10 story hotel |
| F | CUNY City Tech Klitgord Academic Bldg | 285 Jay Street | | | | | 385,000 | | 20 | New academic building |
| G | NYU CUSP | 370 Jay Street | | | | 310,000 | 150,000 | | | Reuse of vacant MTA building |
| H | 168 Nassau Street | 168 Nassau Street | 89 | | | | | | | No permit, per Downtown Brooklyn Partnership Dec. 2011 data |

| | Dwelling Units | Hotel Rooms | Retail (GSF) | Office (GSF) | Community Facility (GSF) | Industrial (GSF) | Parking (Spaces) |
|---|---|---|---|---|---|---|---|
| Development Within 3/4-Mile of Project Site (Excluding Phase I) | **7,860** | **1,022** | **1,349,866** | **2,157,676** | **268,108** | **17,000** | **1,524** |
| Additional Projects | **533** | **181** | **0** | **310,000** | **535,000** | **0** | **52** |
| **Total Non-Project Development** | **8,393** | **1,203** | **1,349,866** | **2,467,676** | **803,108** | **17,000** | **1,576** |

**Table C-2**
**Existing Conditions Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | WEEKDAY MD PEAK HOUR | | | | WEEKDAY PM PEAK HOUR | | | | WEEKDAY PREGAME PEAK HOUR | | | | SATURDAY MD PEAK HOUR | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 1.05 | 84.7 | F | * | 0.62 | 48.4 | D | | 0.52 | 47.2 | D | | 0.48 | 48.5 | D | | 0.49 | 49.5 | D | |
| Flatbush Avenue Extension (N-S) | EB - TR | 1.05 | 66.7 | E | * | 1.05 | 68.5 | E | * | 1.04 | 66.9 | E | * | 0.94 | 48.7 | D | * | 0.85 | 45.3 | D | |
| | WB - L | 1.05 | 80.6 | F | * | 1.05 | 93.0 | F | * | 1.05 | 79.8 | E | * | 1.05 | 86.6 | F | * | 1.03 | 85.1 | F | * |
| | WB - TR | 0.98 | 49.0 | D | * | 0.65 | 40.1 | D | | 1.05 | 70.9 | E | * | 0.93 | 48.6 | D | * | 0.72 | 41.6 | D | |
| | WB - R | 1.05 | 74.6 | E | * | 0.83 | 52.4 | D | | 0.36 | 35.4 | D | | 0.50 | 37.9 | D | | 0.85 | 50.4 | D | |
| | NB - L | 0.78 | 26.9 | C | | 0.76 | 28.7 | C | | 0.73 | 29.4 | C | | 0.72 | 28.8 | C | | 0.79 | 29.4 | C | |
| | NB - T | 0.78 | 30.5 | C | | 0.36 | 22.7 | C | | 0.35 | 22.6 | C | | 0.36 | 22.7 | C | | 0.45 | 24.0 | C | |
| | NB - R (Unsignalized) | 0.50 | 14.4 | B | | 0.61 | 16.5 | C | | 0.56 | 15.2 | C | | 0.53 | 13.7 | B | | 0.57 | 14.5 | B | |
| | SB - T | 0.75 | 42.3 | D | | 0.70 | 40.5 | D | | 1.01 | 68.7 | E | * | 0.94 | 55.1 | E | * | 0.65 | 39.1 | D | |
| | SB - R | 0.37 | 36.3 | D | | 0.72 | 50.4 | D | | 0.58 | 42.3 | D | | 0.36 | 35.9 | D | | 0.23 | 33.1 | C | |
| | EB - DefL | - | - | - | | - | - | - | | - | - | - | | - | - | - | | 0.44 | 43.2 | D | |
| | EB - TR | - | - | - | | - | - | - | | - | - | - | | - | - | - | | 0.16 | 33.1 | C | |
| 2. Myrtle Avenue (E-W) @ | EB - LTR | 0.36 | 36.2 | D | | 0.33 | 32.1 | C | | 0.63 | 42.9 | D | | 0.26 | 34.4 | C | | - | - | - | |
| Gold St-Flatbush Ave Extension (N-S) | WB - L | 0.49 | 43.5 | D | | 0.27 | 33.1 | C | | 0.49 | 44.9 | D | | 0.48 | 42.6 | D | | 0.42 | 38.9 | D | |
| | WB - TR | 0.70 | 43.4 | D | | 0.40 | 33.3 | C | | 0.59 | 40.9 | D | | 0.44 | 37.7 | D | | 0.73 | 44.9 | D | |
| | NB - TR | 1.00 | 42.3 | D | * | 0.82 | 30.5 | C | | 0.77 | 26.6 | C | | 0.67 | 24.1 | C | | 0.88 | 31.0 | C | |
| | SB - L | 1.05 | 105.7 | F | * | 1.05 | 96.9 | F | * | 0.97 | 73.2 | E | * | 1.05 | 88.3 | F | * | 1.05 | 103.5 | F | * |
| | SB - TR | 0.57 | 13.4 | B | | 0.59 | 16.2 | B | | 0.65 | 14.5 | B | | 0.64 | 14.4 | B | | 0.53 | 12.8 | B | |
| 3. Willoughby Street (E-W) @ | EB - L | 0.38 | 27.9 | C | | 0.25 | 24.3 | C | | 0.27 | 24.7 | C | | 0.21 | 23.5 | C | | 0.17 | 22.9 | C | |
| Flatbush Avenue Extension (N-S) | EB - R | 0.05 | 21.0 | C | | 0.09 | 21.6 | C | | 0.09 | 21.6 | C | | 0.08 | 21.4 | C | | 0.13 | 22.1 | C | |
| | WB - LTR | 0.52 | 29.0 | C | | 0.34 | 25.3 | C | | 0.37 | 25.9 | C | | 0.30 | 24.6 | C | | 0.50 | 28.6 | C | |
| | NB - T | 0.89 | 28.2 | C | | 0.63 | 23.0 | C | | 0.61 | 22.6 | C | | 0.57 | 21.9 | C | | 0.72 | 24.7 | C | |
| | SB - TR | 0.70 | 24.4 | C | | 0.74 | 25.3 | C | | 0.84 | 27.9 | C | | 0.82 | 27.1 | C | | 0.71 | 24.5 | C | |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 1.05 | 67.0 | E | * | 0.74 | 39.7 | D | | 0.78 | 41.8 | D | | 0.84 | 41.6 | D | | 0.76 | 39.7 | D | |
| Flatbush Avenue Extension (N-S) | NB - T | 0.82 | 28.1 | C | | 0.63 | 23.1 | C | | 0.65 | 23.3 | C | | 0.58 | 22.0 | C | | 0.80 | 26.1 | C | |
| | SB - TR | 0.68 | 24.2 | C | | 0.68 | 24.2 | C | | 0.87 | 31.5 | C | | 0.89 | 29.5 | C | | 0.76 | 25.8 | C | |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.49 | 42.4 | D | | 0.54 | 43.2 | D | | 0.95 | 58.8 | E | * | 0.74 | 49.9 | D | | 0.54 | 43.3 | D | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 1.05 | 89.2 | F | * | 0.71 | 53.3 | D | | 0.96 | 91.4 | F | * | 0.65 | 52.1 | D | | 0.92 | 76.7 | E | * |
| | WB - R | 0.59 | 26.2 | C | | 0.54 | 25.9 | C | | 0.41 | 20.7 | C | | 0.29 | 18.5 | B | | 0.38 | 19.5 | B | |
| | NB - T | 0.83 | 36.4 | D | | 0.73 | 36.3 | D | | 0.76 | 37.9 | D | | 0.69 | 35.8 | D | | 0.99 | 55.4 | E | * |
| | SB - L | 1.01 | 102.0 | F | * | 0.88 | 72.5 | E | * | 0.99 | 80.9 | F | * | 1.05 | 91.7 | F | * | 0.94 | 75.6 | E | * |
| | SB - T | 0.51 | 15.4 | B | | 0.56 | 16.7 | B | | 0.69 | 18.2 | B | | 0.72 | 18.7 | B | | 0.62 | 17.0 | B | |
| 6. Livingston Street (EB) @ | EB - R | 0.42 | 33.0 | C | | 0.77 | 42.1 | D | | 0.77 | 44.6 | D | | 1.03 | 59.9 | E | * | 0.67 | 38.8 | D | |
| Flatbush Avenue (N-S) | EB - R (Bus) | 0.13 | 24.3 | C | | 0.13 | 24.3 | C | | 0.19 | 25.5 | C | | 0.14 | 24.6 | C | | 0.12 | 24.1 | C | |
| | NB - L | 0.74 | 18.3 | B | | 0.42 | 7.3 | A | | 0.56 | 16.5 | B | | 0.66 | 21.0 | C | | 0.46 | 12.2 | B | |
| | NB - T | 0.71 | 23.8 | C | | 0.53 | 21.0 | C | | 0.48 | 20.2 | C | | 0.47 | 20.1 | C | | 0.68 | 23.6 | C | |
| | SB - TR | 0.61 | 22.7 | C | | 0.55 | 21.6 | C | | 0.67 | 23.7 | C | | 0.71 | 24.6 | C | | 0.61 | 22.6 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) | EB - L | 0.67 | 45.9 | D | | 0.69 | 49.1 | D | | 0.64 | 46.1 | D | | 0.52 | 42.4 | D | | 0.64 | 43.5 | D | |
| @ | EB - LT | 0.54 | 38.3 | D | | 0.43 | 37.9 | D | | 0.64 | 41.7 | D | | 0.42 | 37.7 | D | | 0.54 | 37.6 | D | |
| Flatbush Avenue Ext (N-S) | NB - TR | 0.96 | 32.1 | C | * | 0.85 | 30.1 | C | | 0.85 | 33.3 | C | | 0.81 | 31.4 | C | | 0.90 | 32.6 | C | * |
| | SB - L | 0.66 | 52.6 | D | | 0.64 | 47.7 | D | | 0.68 | 44.3 | D | | 0.65 | 42.9 | D | | 0.85 | 64.4 | E | * |
| | SB - T | 0.44 | 11.7 | B | | 0.45 | 10.9 | B | | 0.59 | 12.6 | B | | 0.56 | 12.2 | B | | 0.55 | 13.5 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 1.02 | 50.2 | D | * | 0.71 | 28.2 | C | | 0.75 | 29.1 | C | | 0.77 | 29.7 | C | | 0.85 | 32.4 | C | |
| Flatbush Avenue (N-S) | SB - T | 0.71 | 28.5 | C | | 0.74 | 28.8 | C | | 0.96 | 34.9 | C | * | 0.92 | 33.9 | C | * | 0.86 | 32.9 | C | |
| | SB - R | 0.63 | 28.2 | C | | 0.82 | 35.3 | D | | 1.05 | 60.5 | E | * | 0.94 | 39.6 | D | * | 0.74 | 30.1 | C | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.44 | 23.2 | C | | 0.48 | 23.8 | C | | 0.64 | 25.7 | C | | 0.59 | 25.1 | C | | 0.52 | 24.2 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.58 | 38.6 | D | | 0.65 | 41.7 | D | | 0.77 | 38.4 | D | | 0.72 | 40.3 | D | | 0.88 | 57.9 | E | * |
| | WB - TR | 0.64 | 36.3 | D | | 0.67 | 36.9 | D | | 0.66 | 36.9 | D | | 0.66 | 36.8 | D | | 0.82 | 39.7 | D | |
| | WB - R | 0.51 | 36.9 | D | | 0.64 | 42.0 | D | | 0.70 | 46.1 | D | | 0.66 | 43.1 | D | | 0.78 | 44.5 | D | |
| | NB - LT | 1.01 | 53.0 | D | * | 0.65 | 26.2 | C | | 0.73 | 28.5 | C | | 0.69 | 27.2 | C | | 0.76 | 29.0 | C | |
| | SB - LT | 0.54 | 23.7 | C | | 0.54 | 23.6 | C | | 0.80 | 28.0 | C | | 0.72 | 26.4 | C | | 0.65 | 25.1 | C | |
| 10. Pacific Street (EB) @ | EB - L | 0.09 | 21.4 | C | | 0.07 | 21.3 | C | | 0.10 | 21.6 | C | | 0.10 | 21.6 | C | | 0.09 | 21.5 | C | |
| Flatbush Avenue (N-S) | EB - LR | 0.10 | 21.5 | C | | 0.13 | 22.1 | C | | 0.15 | 22.2 | C | | 0.33 | 25.4 | C | | 0.18 | 22.7 | C | |
| | NB - T | 0.74 | 25.9 | C | | 0.51 | 20.9 | C | | 0.55 | 21.6 | C | | 0.50 | 20.7 | C | | 0.61 | 22.7 | C | |
| | SB - T | 0.55 | 21.7 | C | | 0.55 | 21.6 | C | | 0.73 | 24.8 | C | | 0.67 | 23.7 | C | | 0.62 | 22.7 | C | |
| 11. 5th Avenue (EB) @ | EB - L | 0.38 | 26.0 | C | | 0.21 | 23.2 | C | | 0.25 | 23.7 | C | | 0.26 | 23.7 | C | | 0.33 | 26.9 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.60 | 22.1 | C | | 0.44 | 19.6 | B | | 0.48 | 20.0 | B | | 0.43 | 19.4 | B | | 0.48 | 18.3 | B | |
| | SB - TR | 0.55 | 21.8 | C | | 0.65 | 23.6 | C | | 0.84 | 28.9 | C | | 0.80 | 27.8 | C | | 0.79 | 25.9 | C | |
| 12. Dean Street (EB) @ | EB - T | 0.47 | 26.0 | C | | 0.39 | 25.2 | C | | 0.71 | 31.5 | C | | 0.39 | 24.9 | C | | 0.59 | 28.2 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.29 | 23.7 | C | | 0.28 | 23.9 | C | | 0.32 | 24.3 | C | | 0.47 | 26.4 | C | | 0.25 | 23.2 | C | |
| | NB - TR | 0.74 | 25.9 | C | | 0.81 | 29.1 | C | | 0.95 | 41.1 | D | * | 0.84 | 31.3 | C | | 0.92 | 35.0 | C | * |
| | SB - T | 0.47 | 20.3 | C | | 0.51 | 20.7 | C | | 0.62 | 22.3 | C | | 0.57 | 21.6 | C | | 0.53 | 20.9 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.77 | 32.7 | C | | 0.50 | 28.1 | C | | 0.71 | 33.6 | C | | 0.60 | 29.7 | C | | 0.63 | 31.1 | C | |
| Flatbush Avenue (N-S) | WB - R | 0.10 | 19.2 | B | | 0.07 | 21.3 | C | | 0.14 | 22.1 | C | | 0.18 | 22.6 | C | | 0.13 | 22.1 | C | |
| | NB - T | 0.62 | 24.7 | C | | 0.69 | 24.4 | C | | 0.75 | 26.4 | C | | 0.69 | 24.5 | C | | 0.81 | 27.2 | C | |
| | SB - TR | 0.91 | 41.3 | D | * | 0.83 | 31.6 | C | | 0.67 | 23.9 | C | | 1.04 | 62.5 | E | * | 0.88 | 34.5 | C | |
| 14. 6th Avenue (E-W) @ | EB - LT | 0.33 | 24.8 | C | | 0.22 | 23.2 | C | | 0.46 | 27.7 | C | | 0.39 | 26.3 | C | | 0.35 | 25.2 | C | |
| Flatbush Avenue (N-S) | WB - LT | 0.29 | 24.3 | C | | 0.54 | 29.5 | C | | 0.51 | 28.5 | C | | 0.70 | 33.4 | C | | 0.61 | 31.9 | C | |
| | NB - TR | 0.87 | 29.4 | C | | 0.82 | 27.5 | C | | 0.79 | 27.3 | C | | 0.82 | 28.1 | C | | 0.89 | 29.6 | C | |
| | SB - TR | 0.85 | 28.6 | C | | 0.87 | 30.6 | C | | 0.70 | 24.5 | C | | 0.99 | 35.9 | D | * | 0.87 | 29.7 | C | |
| 15. Saint Marks Avenue (E-W) @ | EB - LTR | 0.64 | 31.7 | C | | 0.47 | 27.7 | C | | 0.50 | 28.1 | C | | 0.45 | 27.2 | C | | 0.44 | 27.0 | C | |
| Flatbush Avenue (N-S) | NB - TR | 0.82 | 27.5 | C | | 0.91 | 31.1 | C | * | 0.82 | 28.4 | C | | 0.83 | 28.7 | C | | 0.95 | 33.2 | C | * |
| | SB - T | 0.65 | 23.2 | C | | 0.71 | 24.6 | C | | 0.64 | 23.1 | C | | 0.88 | 28.3 | C | | 0.88 | 30.4 | C | |

**Table C-2**
**Existing Conditions Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | WEEKDAY MD PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | WEEKDAY PREGAME PEAK HOUR | | | SATURDAY MD PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 16. 7th Avenue (EB) @ | EB - L | 0.34 | 25.1 | C | 0.45 | 33.9 | C | 0.18 | 22.6 | C | 0.20 | 22.8 | C | 0.20 | 22.9 | C |
| Flatbush Avenue (N-S) | NB - LT | 0.74 | 25.4 | C | 0.66 | 18.6 | B | 0.80 | 29.6 | C | 0.81 | 27.9 | C | 0.88 | 30.2 | C |
| | SB - TR | 0.80 | 28.1 | C | 0.73 | 20.2 | C | 0.73 | 25.4 | C | 1.05 | 55.8 | E * | 1.05 | 54.1 | D * |
| 17. Sterling Place (WB) @ | WB - LTR | 0.81 | 36.3 | D | 0.33 | 25.3 | C | 0.44 | 27.1 | C | 0.35 | 25.5 | C | 0.38 | 26.0 | C |
| Flatbush Avenue (N-S) | NB - T | 0.84 | 27.8 | C | 0.75 | 26.3 | C | 0.52 | 21.1 | C | 0.77 | 26.9 | C | 0.88 | 29.9 | C |
| | SB - TR | 0.78 | 27.2 | C | 0.82 | 28.3 | C | 0.72 | 25.0 | C | 0.93 | 31.9 | C * | 0.85 | 29.3 | C |
| 18. Tillary Street (E-W) @ | EB - TR | 0.59 | 40.4 | D | 0.54 | 39.5 | D | 0.52 | 39.2 | D | 0.47 | 38.4 | D | 0.52 | 39.1 | D |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.05 | 109.6 | F * | 1.05 | 103.7 | F * | 1.05 | 85.0 | F * | 1.05 | 98.6 | F * | 1.05 | 100.3 | F * |
| | WB - T | 0.57 | 39.6 | D | 0.62 | 40.3 | D | 0.85 | 44.1 | D | 0.70 | 41.4 | D | 0.35 | 36.0 | D |
| | WB - R | 0.95 | 55.9 | E * | 0.97 | 58.5 | E * | 1.05 | 72.4 | E * | 1.00 | 62.0 | E * | 1.05 | 77.1 | E * |
| | NB - T (ML) | 0.96 | 47.5 | D * | 0.69 | 39.9 | D | 0.95 | 47.4 | D * | 0.81 | 42.7 | D | 0.79 | 42.3 | D |
| | NB - TR (SR) | 1.05 | 69.5 | E * | 1.05 | 73.8 | E * | 1.05 | 70.9 | E * | 0.90 | 52.1 | D * | 0.63 | 41.9 | D |
| | SB - L (ML) | 1.05 | 96.1 | F * | 1.05 | 100.1 | F * | 1.05 | 97.3 | F * | 1.05 | 97.5 | F * | 1.05 | 100.1 | F * |
| | SB - T (ML) | 0.50 | 20.7 | C | 0.42 | 19.4 | B | 0.67 | 24.3 | C | 0.68 | 24.6 | C | 0.51 | 20.9 | C |
| | SB - TR (SR) | 0.03 | 14.8 | B | 0.07 | 15.2 | B | 0.38 | 19.4 | B | 0.47 | 21.2 | C | 0.09 | 15.4 | B |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.46 | 8.8 | A | 0.55 | 12.5 | B | 0.60 | 10.8 | B | 0.57 | 10.3 | B | 0.49 | 9.1 | A |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.73 | 13.2 | B | 0.43 | 10.9 | B | 0.54 | 10.1 | B | 0.52 | 9.8 | A | 0.57 | 10.4 | B |
| | NB - LTR | 1.05 | 63.9 | E * | 0.81 | 40.1 | D | 1.05 | 66.7 | E * | 1.05 | 67.0 | E * | 1.05 | 66.1 | E * |
| | SB - LTR | 0.88 | 49.2 | D | 0.53 | 32.2 | C | 1.05 | 62.8 | E * | 0.78 | 42.8 | D | 0.81 | 45.3 | D |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 0.74 | 13.7 | B | 0.83 | 18.1 | B | 1.05 | 39.6 | D * | 1.05 | 39.7 | D * | 1.05 | 42.3 | D * |
| Vanderbilt Avenue (N-S) | NB - LT | 1.05 | 46.5 | D * | 0.90 | 30.9 | C * | 1.05 | 48.3 | D * | 1.05 | 52.5 | D * | 1.05 | 48.7 | D * |
| | SB - TR | 0.46 | 19.6 | B | 0.47 | 19.6 | B | 0.96 | 29.6 | C * | 0.78 | 25.6 | C | 0.59 | 19.3 | B |
| 21. Fulton Street (E-W) @ | EB - TR | 0.49 | 15.6 | B | 0.67 | 19.0 | B | 0.81 | 22.3 | C | 0.81 | 22.6 | C | 0.67 | 19.0 | B |
| South Portland Avenue (N-S) | WB - LT | 1.05 | 45.7 | D * | 0.88 | 27.7 | C | 1.00 | 35.3 | D * | 1.05 | 51.2 | D * | 0.92 | 28.0 | C * |
| | WB - T (AM Bus Ln) | 0.07 | 10.5 | B | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - LR | 0.94 | 42.4 | D * | 0.28 | 23.1 | C | 0.63 | 31.0 | C | 0.53 | 28.6 | C | 0.66 | 33.8 | C |
| | SB - LTR | 0.17 | 20.7 | C | 0.23 | 21.4 | C | 0.23 | 21.4 | C | 0.21 | 21.2 | C | 0.43 | 24.6 | C |
| 22. Fulton Street (E-W) @ | EB - LT | 0.49 | 15.5 | B | 0.56 | 16.6 | B | 0.82 | 22.4 | C | 1.01 | 34.6 | C * | 0.62 | 17.5 | B |
| Carlton Avenue (NB) | WB - TR | 0.94 | 27.4 | C * | 0.53 | 16.1 | B | 0.58 | 17.0 | B | 0.59 | 17.1 | B | 0.64 | 18.1 | B |
| | NB - LTR | 1.05 | 61.4 | E * | 0.54 | 27.0 | C | 0.61 | 28.9 | C | 0.76 | 35.6 | D | 0.62 | 29.2 | C |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.59 | 17.5 | B | 0.64 | 18.1 | B | 0.99 | 30.7 | C * | 0.76 | 20.9 | C | 0.84 | 23.5 | C |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.89 | 25.8 | C | 0.52 | 16.2 | B | 0.70 | 20.3 | C | 0.58 | 17.3 | B | 0.69 | 20.1 | C |
| | NB - L | 1.05 | 62.2 | E * | 0.64 | 33.2 | C | 1.05 | 120.9 | F * | 1.05 | 106.5 | F * | 0.78 | 45.3 | D |
| | NB - TR | 1.05 | 57.3 | E * | 0.65 | 29.5 | C | 0.65 | 29.0 | C | 0.54 | 26.0 | C | 0.79 | 33.8 | C |
| | SB - L | 0.49 | 34.4 | C | 0.06 | 19.6 | B | 0.14 | 19.8 | B | 0.16 | 20.0 | B | 0.15 | 20.7 | C |
| | SB - TR | 0.78 | 33.3 | C | 0.54 | 27.0 | C | 1.05 | 56.9 | E * | 1.01 | 43.5 | D * | 0.80 | 34.1 | C |
| 24. Livingston Street (E-W) @ | EB - LTR | 1.05 | 78.6 | E * | 1.05 | 77.3 | E * | 1.05 | 75.9 | E * | 1.05 | 78.5 | E * | 0.58 | 44.9 | D |
| Boerum Place (N-S) | WB - LT | 0.54 | 41.5 | D | 0.38 | 38.7 | D | 0.68 | 47.4 | D | 0.49 | 41.9 | D | 0.40 | 38.7 | D |
| | WB - R | 1.05 | 99.3 | F * | 0.97 | 87.4 | F * | 0.87 | 66.7 | E * | 0.75 | 57.8 | E * | 1.04 | 99.8 | F * |
| | NB - L | 0.54 | 38.4 | D | 0.35 | 31.1 | C | 0.46 | 43.2 | D | 0.32 | 33.9 | C | 0.24 | 27.6 | C |
| | NB - TR | 0.84 | 37.9 | D | 0.62 | 31.0 | C | 0.66 | 31.9 | C | 0.61 | 30.8 | C | 0.71 | 33.2 | C |
| | SB - L | 0.61 | 27.4 | C | 0.55 | 14.9 | B | 0.35 | 10.5 | B | 0.32 | 9.6 | A | 0.54 | 16.8 | B |
| | SB - TR | 0.41 | 14.7 | B | 0.36 | 14.1 | B | 0.69 | 19.1 | B | 0.65 | 18.3 | B | 0.39 | 14.4 | B |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.75 | 45.3 | D | 0.97 | 55.1 | E * | 0.77 | 46.1 | D | 0.45 | 37.1 | D | 0.56 | 39.9 | D |
| Boerum Place (N-S) | NB - L | 0.26 | 12.8 | B | 0.12 | 10.7 | B | 1.05 | 119.3 | F * | 0.55 | 36.1 | D | 0.21 | 12.5 | B |
| | NB - T | 0.53 | 14.2 | B | 0.32 | 11.7 | B | 0.41 | 12.7 | B | 0.35 | 12.1 | B | 0.40 | 12.6 | B |
| | SB - TR | 0.39 | 12.5 | B | 0.35 | 12.0 | B | 0.66 | 16.2 | B | 0.69 | 16.9 | B | 0.41 | 12.7 | B |
| 26. State Street (EB) @ | EB - LTR | 0.51 | 37.3 | D | 0.52 | 38.5 | D | 0.54 | 38.7 | D | 0.42 | 35.9 | D | 0.36 | 34.8 | C |
| Boerum Place (N-S) | NB - TR | 0.53 | 14.5 | B | 0.34 | 12.0 | B | 0.40 | 12.6 | B | 0.35 | 12.1 | B | 0.38 | 12.4 | B |
| | SB - LT | 0.54 | 14.7 | B | 0.50 | 14.1 | B | 0.91 | 26.0 | C * | 0.91 | 26.0 | C * | 0.50 | 14.0 | B |
| 27. Atlantic Avenue (E-W) @ | EB - LT | 0.52 | 31.0 | C | 0.69 | 25.2 | C | 0.52 | 24.9 | C | 0.71 | 29.1 | C | 0.73 | 32.0 | C |
| Hicks Street (NB) | WB - TR | 0.70 | 35.0 | D | 0.76 | 24.3 | C | 0.64 | 26.5 | C | 0.57 | 25.2 | C | 0.61 | 26.2 | C |
| | NB - L | 0.68 | 27.9 | C | 0.70 | 28.4 | C | 0.45 | 28.8 | C | 0.51 | 30.2 | C | 0.62 | 32.2 | C |
| | NB - LT | 0.64 | 26.4 | C | 0.51 | 22.9 | C | 0.40 | 27.5 | C | 0.39 | 27.3 | C | 0.61 | 31.4 | C |
| | NB - R | 0.49 | 23.4 | C | 0.59 | 25.8 | C | 0.46 | 29.4 | C | 0.41 | 28.4 | C | 0.45 | 28.4 | C |
| 28. Atlantic Avenue (E-W) @ | EB - TR | 0.51 | 17.6 | B | 0.57 | 17.1 | B | 0.44 | 17.4 | B | 0.50 | 18.3 | B | 0.48 | 16.8 | B |
| Henry Street (SB) | WB - LT | 0.65 | 20.8 | C | 0.95 | 31.9 | C * | 0.71 | 22.8 | C | 0.63 | 21.4 | C | 0.67 | 21.3 | C |
| | SB - LTR | 0.62 | 36.3 | D | 0.66 | 27.1 | C | 0.90 | 43.4 | D * | 0.72 | 37.8 | D | 0.69 | 38.5 | D |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 0.87 | 41.6 | D | 0.90 | 36.3 | D * | 0.79 | 36.3 | D | 0.73 | 33.1 | C | 0.76 | 26.0 | C |
| Clinton Street (NB) | WB - TR | 0.68 | 29.7 | C | 0.84 | 24.8 | C | 0.74 | 31.0 | C | 0.56 | 27.2 | C | 0.52 | 18.8 | B |
| | NB - LTR | 0.96 | 43.6 | D * | 0.88 | 31.3 | C | 0.86 | 39.5 | D | 0.79 | 37.0 | D | 1.05 | 69.6 | E * |
| 30. Atlantic Avenue (E-W) @ | EB - L | 0.82 | 23.1 | C | 0.52 | 15.7 | B | 0.49 | 19.0 | B | 0.44 | 18.1 | B | 0.82 | 24.1 | C |
| Boerum Place (SB) | EB - TR | 1.05 | 77.0 | E * | 1.05 | 76.0 | E * | 1.05 | 78.3 | E * | 1.05 | 78.2 | E * | 1.05 | 73.6 | E * |
| | WB - LT | 0.88 | 44.0 | D | 1.05 | 72.3 | E * | 0.86 | 48.0 | D | 0.80 | 45.1 | D | 0.95 | 56.1 | E * |
| | WB - R | 1.05 | 46.4 | D * | 0.85 | 18.6 | B | 0.93 | 25.8 | C * | 0.81 | 16.9 | B | 1.05 | 54.8 | D * |
| | SB - L | 0.57 | 31.0 | C | 0.47 | 23.8 | C | 0.73 | 32.4 | C | 0.91 | 39.0 | D * | 0.55 | 30.0 | C |
| | SB - T | 0.35 | 27.6 | C | 0.33 | 22.6 | C | 0.69 | 32.5 | C | 0.60 | 30.3 | C | 0.36 | 27.3 | C |
| | SB - R | 0.45 | 31.2 | C | 0.55 | 29.0 | C | 0.71 | 34.4 | C | 0.52 | 29.3 | C | 0.37 | 28.5 | C |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 1.05 | 64.5 | E * | 0.77 | 21.8 | C | 0.60 | 13.9 | B | 0.73 | 16.1 | B | 1.05 | 61.8 | E * |
| Smith Street (NB) | WB - TR | 0.95 | 32.4 | C * | 0.85 | 23.7 | C | 0.72 | 16.8 | B | 0.59 | 14.5 | B | 0.79 | 21.9 | C |
| | NB - L | 0.72 | 38.3 | D | 0.55 | 24.2 | C | 0.68 | 41.0 | D | 0.74 | 46.3 | D | 0.72 | 41.6 | D |
| | NB - TR | 0.93 | 55.9 | E * | 0.91 | 43.9 | D * | 1.05 | 81.3 | F * | 0.83 | 51.5 | D | 0.85 | 48.9 | D |

**Table C-2**
**Existing Conditions Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | WEEKDAY MD PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | WEEKDAY PREGAME PEAK HOUR | | | SATURDAY MD PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 32. Atlantic Avenue (E-W) @ | EB - T | 0.56 | 17.1 | B | 0.66 | 18.1 | B | 0.77 | 21.5 | C | 0.80 | 22.1 | C | 0.59 | 16.1 | B |
| Hoyt Street (SB) | EB - R | 0.17 | 13.0 | B | 0.23 | 13.3 | B | 0.40 | 15.2 | B | 0.36 | 14.3 | B | 0.23 | 12.1 | B |
| | WB - T | 0.83 | 23.0 | C | 0.77 | 21.3 | C | 0.76 | 20.7 | C | 0.57 | 16.7 | B | 0.73 | 19.6 | B |
| | SB - LTR | 0.57 | 35.3 | D | 0.54 | 24.8 | C | 0.69 | 39.5 | D | 0.60 | 38.0 | D | 0.53 | 36.1 | D |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.62 | 19.6 | B | 0.58 | 11.7 | B | 0.85 | 24.2 | C | 0.90 | 26.9 | C * | 0.65 | 18.5 | B |
| Bond Street (NB) | WB - TR | 0.98 | 29.6 | C * | 0.67 | 12.3 | B | 0.75 | 18.8 | B | 0.60 | 16.1 | B | 0.84 | 20.9 | C |
| | NB - L | 0.55 | 32.6 | C | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - TR | 0.43 | 30.3 | C | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - LTR | - | - | - | 0.81 | 39.4 | D | 0.74 | 41.7 | D | 0.65 | 40.1 | D | 0.73 | 41.4 | D |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.52 | 17.5 | B | 0.54 | 11.1 | B | 0.70 | 17.1 | B | 0.64 | 15.6 | B | 0.58 | 15.1 | B |
| Nevins Street (SB) | EB - R | 0.27 | 14.7 | B | 0.23 | 8.6 | A | 0.41 | 13.2 | B | 0.57 | 15.5 | B | 0.23 | 11.4 | B |
| | WB - LT | 1.05 | 60.4 | E * | 0.87 | 21.5 | C | 1.05 | 59.4 | E * | 1.03 | 56.4 | E * | 1.05 | 60.0 | E * |
| | SB - L | - | - | - | - | - | - | 0.39 | 34.3 | C | - | - | - | - | - | - |
| | SB - TR | - | - | - | - | - | - | 0.98 | 68.1 | E * | - | - | - | - | - | - |
| | SB - LTR | 0.98 | 50.9 | D * | 1.05 | 63.4 | E * | - | - | - | 1.05 | 70.3 | E * | 1.05 | 69.3 | E * |
| 35. Atlantic Avenue (E-W) @ | EB - T | 0.57 | 23.0 | C | 0.51 | 16.3 | B | 0.80 | 29.0 | C | 0.81 | 29.2 | C | 0.53 | 16.6 | B |
| 3rd Avenue (NB) | EB - R | 0.32 | 20.1 | C | 0.33 | 14.9 | B | 0.65 | 29.9 | C | 0.58 | 26.7 | C | 0.42 | 16.7 | B |
| | WB - T | 0.78 | 27.9 | C | 0.58 | 17.6 | B | 0.71 | 26.0 | C | 0.60 | 23.5 | C | 0.67 | 19.3 | B |
| | WB - R | 1.05 | 81.6 | F * | 0.37 | 15.4 | B | 0.51 | 23.6 | C | 0.43 | 22.2 | C | 0.53 | 18.3 | B |
| | NB - LTR | 0.71 | 35.5 | D | 0.78 | 44.5 | D | 0.63 | 33.5 | C | 0.49 | 30.9 | C | 0.78 | 43.9 | D |
| 36. Atlantic Avenue (E-W) @ | EB - T | 0.56 | 27.0 | C | 0.72 | 35.1 | D | 1.05 | 73.6 | E * | 0.93 | 47.5 | D * | 0.76 | 36.1 | D |
| 4th Avenue(N-S) | EB - R | 0.44 | 31.5 | C | 0.69 | 47.6 | D | 0.69 | 45.7 | D | 0.77 | 50.2 | D | 0.66 | 45.3 | D |
| | WB - T | 0.45 | 24.5 | C | 0.51 | 29.2 | C | 0.55 | 32.5 | C | 0.49 | 31.4 | C | 0.56 | 29.8 | C |
| | NB - L | 1.05 | 83.4 | F * | 0.59 | 44.7 | D | 0.84 | 53.4 | D | 0.59 | 44.9 | D | 0.68 | 45.7 | D |
| | NB - R | 0.87 | 58.6 | E * | 0.73 | 55.7 | E * | 1.05 | 102.5 | F * | 0.99 | 83.2 | F * | 0.77 | 53.5 | D |
| | SB - LT | 0.61 | 44.7 | D | 0.62 | 42.0 | D | 0.71 | 39.6 | D | 0.68 | 38.8 | D | 0.61 | 41.6 | D |
| | SB - R | 0.32 | 41.8 | D | 0.21 | 35.8 | D | 0.12 | 29.6 | C | 0.15 | 30.1 | C | 0.33 | 38.2 | D |
| 37. Atlantic Avenue (E-W) @ | EB - L | 0.17 | 11.7 | B | 0.31 | 15.0 | B | 0.20 | 11.4 | B | 0.29 | 13.2 | B | 0.38 | 19.2 | B |
| Fort Greene Place (SB) | EB - T | 0.30 | 13.0 | B | 0.35 | 15.0 | B | 0.46 | 14.8 | B | 0.43 | 14.3 | B | 0.37 | 15.2 | B |
| | WB - TR | 0.63 | 26.2 | C | 0.72 | 30.4 | C | 0.60 | 25.7 | C | 0.68 | 27.4 | C | 0.89 | 37.7 | D |
| | SB - L | 0.18 | 29.2 | C | 0.27 | 28.5 | C | 0.54 | 36.1 | D | 0.30 | 31.1 | C | 0.29 | 28.9 | C |
| | SB - R | 0.25 | 30.9 | C | 0.30 | 30.1 | C | 0.32 | 32.6 | C | 0.39 | 35.3 | D | 0.37 | 32.0 | C |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.44 | 22.8 | C | 0.67 | 26.4 | C | 0.75 | 27.6 | C | 0.69 | 26.0 | C | 0.52 | 22.4 | C |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.32 | 11.0 | B | 0.35 | 14.1 | B | 0.49 | 18.5 | B | 0.48 | 16.5 | B | 0.40 | 12.6 | B |
| | WB - TR | 0.54 | 15.0 | B | 0.57 | 17.3 | B | 0.44 | 13.1 | B | 0.50 | 13.9 | B | 0.53 | 14.3 | B |
| | NB - L | 0.26 | 32.3 | C | 0.19 | 18.8 | B | 0.40 | 38.5 | D | 0.29 | 35.5 | D | 0.39 | 37.2 | D |
| | NB - TR | 1.04 | 90.8 | F * | 0.33 | 20.1 | C | 0.54 | 38.9 | D | 0.52 | 38.4 | D | 0.60 | 41.0 | D |
| | SB - L | 1.05 | 143.2 | F * | 0.32 | 20.7 | C | 1.05 | 94.9 | F * | 0.93 | 68.5 | E * | 0.65 | 47.9 | D |
| | SB - TR | 0.19 | 30.5 | C | 0.34 | 20.4 | C | 0.62 | 38.5 | D | 0.68 | 41.4 | D | 0.55 | 39.1 | D |
| 39. Atlantic Avenue (E-W) @ | EB - T | 0.46 | 13.3 | B | 0.53 | 16.1 | B | 0.62 | 15.3 | B | 0.60 | 15.2 | B | 0.49 | 17.8 | B |
| Cumberland Street (SB) | WB - T | 0.64 | 15.8 | B | 0.58 | 16.9 | B | 0.50 | 13.9 | B | 0.59 | 15.3 | B | 0.66 | 21.0 | C |
| | SB - LR | 0.35 | 34.2 | C | 0.18 | 18.8 | B | 0.40 | 35.3 | D | 0.36 | 34.4 | C | 0.33 | 28.4 | C |
| 40. Atlantic Avenue (E-W) @ | EB - L | 1.05 | 127.6 | F * | 0.26 | 15.2 | B | 0.41 | 17.6 | B | 0.56 | 24.7 | C | 0.49 | 27.2 | C |
| Carlton Avenue (NB) | EB - TR | 0.45 | 13.3 | B | 0.49 | 14.5 | B | 0.67 | 16.6 | B | 0.55 | 14.5 | B | 0.47 | 17.0 | B |
| | WB - L | 0.53 | 18.6 | B | 0.08 | 11.4 | B | 0.70 | 43.1 | D | 0.32 | 15.8 | B | 0.24 | 16.4 | B |
| | WB - TR | 0.73 | 17.8 | B | 0.59 | 15.9 | B | 0.51 | 14.0 | B | 0.53 | 14.3 | B | 0.57 | 18.5 | B |
| | NB - LTR | 1.05 | 85.6 | F * | 0.41 | 23.3 | C | 0.58 | 39.7 | D | 0.48 | 36.8 | D | 0.56 | 34.0 | C |
| 41. Atlantic Avenue (E-W) @ | EB - L | 1.05 | 130.0 | F * | 0.47 | 22.1 | C | 0.49 | 20.2 | C | 0.57 | 29.6 | C | 0.53 | 25.5 | C |
| Clermont Avenue (SB) | EB - T | 0.38 | 12.4 | B | 0.44 | 12.9 | B | 0.61 | 15.5 | B | 0.48 | 13.6 | B | 0.41 | 12.8 | B |
| | WB - TR | 0.74 | 17.0 | B | 0.59 | 14.3 | B | 0.50 | 13.6 | B | 0.62 | 15.2 | B | 0.56 | 14.4 | B |
| | SB - LR | 0.86 | 48.4 | D | 0.45 | 25.9 | C | 1.05 | 69.0 | E * | 0.68 | 42.3 | D | 0.54 | 38.4 | D |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.63 | 29.9 | C | 0.88 | 40.3 | D | 0.92 | 39.5 | D * | 0.71 | 30.5 | C | 0.64 | 30.1 | C |
| Vanderbilt Avenue (N-S) | EB - R | 0.29 | 25.2 | C | 0.13 | 25.3 | C | 0.66 | 32.3 | C | 0.41 | 26.5 | C | 0.34 | 26.3 | C |
| | WB - L | 0.49 | 17.0 | B | 0.53 | 22.5 | C | 0.85 | 60.7 | E * | 0.76 | 33.3 | C | 0.51 | 20.3 | C |
| | WB - TR | 1.05 | 56.7 | E * | 0.97 | 44.1 | D * | 0.74 | 24.2 | C | 0.84 | 28.0 | C | 0.82 | 28.0 | C |
| | NB - L | 1.05 | 95.0 | F * | 0.36 | 13.0 | B | 0.90 | 68.8 | E * | 0.70 | 39.3 | D | 0.65 | 33.7 | C |
| | NB - T | 1.04 | 76.4 | E * | 0.50 | 17.9 | B | 0.58 | 33.2 | C | 0.58 | 33.2 | C | 0.64 | 33.7 | C |
| | NB - R | 0.41 | 27.6 | C | 0.11 | 12.8 | B | 0.20 | 25.7 | C | 0.19 | 25.6 | C | 0.31 | 26.4 | C |
| | SB - TR | 0.65 | 38.9 | D | 0.39 | 22.0 | C | 1.05 | 70.7 | E * | 0.89 | 46.7 | D | 0.72 | 40.9 | D |
| 43. Atlantic Avenue (E-W) @ | EB - T | 0.60 | 18.6 | B | 0.53 | 15.8 | B | 0.77 | 18.1 | B | 0.59 | 15.1 | B | 0.59 | 19.5 | B |
| Clinton Avenue (SB) | WB - TR | 0.91 | 26.1 | C * | 0.69 | 18.6 | B | 0.53 | 14.3 | B | 0.64 | 16.0 | B | 0.65 | 20.4 | C |
| | SB - LR | 0.49 | 33.2 | C | 0.32 | 20.8 | C | 1.05 | 69.9 | E * | 0.68 | 42.5 | D | 0.49 | 31.8 | C |
| 44. Atlantic Avenue (WB) @ Waverly Avenue (SB) (Unsignalized) | SB - R | 0.05 | 11.0 | B | 0.04 | 10.2 | B | 0.08 | 11.8 | B | 0.08 | 12.9 | B | 0.04 | 11.7 | B |
| 45. Atlantic Avenue (E-W) @ | EB - TR | 0.75 | 28.7 | C | 0.78 | 26.9 | C | 1.05 | 60.2 | E * | 0.86 | 30.6 | C | 0.69 | 24.4 | C |
| Washington Ave-Underhill Ave (N-S) | WB - L | 0.68 | 22.3 | C | 0.31 | 12.6 | B | 0.55 | 36.0 | D | 0.39 | 19.2 | B | 0.29 | 12.2 | B |
| | WB - TR | 0.80 | 19.8 | B | 0.58 | 15.1 | B | 0.47 | 12.1 | B | 0.49 | 12.3 | B | 0.47 | 12.0 | B |
| | NB - L | 1.05 | 97.5 | F * | 0.63 | 33.6 | C | 1.05 | 94.4 | F * | 1.05 | 113.2 | F * | 1.05 | 111.5 | F * |
| | NB - T | 0.60 | 37.5 | D | 0.42 | 24.1 | C | 0.94 | 51.3 | D * | 0.48 | 37.9 | D | 0.63 | 41.3 | D |
| | NB - R (Unsignalized) | 0.06 | 10.4 | B | 0.09 | 9.7 | A | 0.09 | 10.5 | B | 0.13 | 11.3 | B | 0.05 | 10.5 | B |
| | SB - L | 0.31 | 34.7 | C | 0.15 | 20.8 | C | 1.05 | 100.6 | F * | 0.47 | 40.7 | D | 0.38 | 38.3 | D |
| | SB - TR | 0.64 | 40.2 | D | 0.53 | 26.3 | C | 0.92 | 48.8 | D * | 0.79 | 49.4 | D | 0.84 | 51.8 | D |
| 46. Atlantic Avenue (E-W) @ | EB - TR | 0.49 | 13.8 | B | 0.52 | 13.8 | B | 0.78 | 18.8 | B | 0.56 | 14.6 | B | 0.51 | 14.0 | B |
| Grand Avenue (SB) | WB - L | 0.60 | 21.1 | C | 0.32 | 15.6 | B | 0.89 | 96.2 | F * | 0.24 | 14.5 | B | 0.47 | 21.4 | C |
| | WB - T | 0.83 | 20.2 | C | 0.53 | 13.9 | B | 0.52 | 14.2 | B | 0.49 | 13.7 | B | 0.49 | 13.6 | B |
| | SB - LTR | 0.96 | 52.1 | D * | 0.61 | 28.7 | C | 1.05 | 66.5 | E * | 1.01 | 55.5 | E * | 0.80 | 45.1 | D |
| 47. Pacific Street (E-W) @ | NB - L | 1.01 | 89.8 | F * | 0.58 | 49.7 | D | 0.67 | 59.5 | E * | 0.24 | 35.7 | D | 0.72 | 59.7 | E * |
| 4th Avenue (N-S) | NB - TR | 0.89 | 45.1 | D | 0.59 | 38.4 | D | 0.76 | 43.4 | D | 0.79 | 44.7 | D | 0.77 | 43.1 | D |
| | SB - L | 0.03 | 23.7 | C | 0.13 | 14.3 | B | 0.01 | 11.7 | B | 0.17 | 12.9 | B | 0.09 | 14.7 | B |
| | SB - TR | 0.48 | 31.4 | C | 0.44 | 20.0 | C | 0.54 | 18.8 | B | 0.39 | 16.5 | B | 0.39 | 19.2 | B |

**Table C-2**
**Existing Conditions Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | WEEKDAY MD PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | WEEKDAY PREGAME PEAK HOUR | | | SATURDAY MD PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 48. Pacific Street (WB) @ | WB - LR | 0.48 | 19.7 | B | 0.17 | 15.6 | B | 0.27 | 16.7 | B | 0.41 | 19.1 | B | 0.22 | 16.1 | B |
| 6th Avenue (N-S) | NB - T | 0.52 | 11.7 | B | 0.31 | 9.4 | A | 0.34 | 9.6 | A | 0.29 | 9.1 | A | 0.39 | 10.1 | B |
| | SB - T | 0.27 | 9.0 | A | 0.33 | 9.4 | A | 0.52 | 11.2 | B | 0.49 | 10.8 | B | 0.39 | 10.0 | B |
| 49. Pacific Street (WB) @ | WB - TR | - | - | - | - | - | - | - | - | - | 0.06 | 14.5 | B | - | - | - |
| Carlton Avenue (N-S) | NB - LT | 0.79 | 17.9 | B | 0.41 | 10.7 | B | 0.40 | 10.5 | B | - | - | - | 0.41 | 10.6 | B |
| | NB - LTR | - | - | - | - | - | - | - | - | - | 0.48 | 11.7 | B | - | - | - |
| | SB - LR | - | - | - | - | - | - | - | - | - | 0.16 | 8.1 | A | - | - | - |
| | SB - R | 0.19 | 8.2 | A | 0.04 | 7.3 | A | 0.13 | 7.7 | A | - | - | - | 0.06 | 7.4 | A |
| 50. Pacific Street (WB) @ | WB - LR | 1.05 | 64.7 | E * | 0.39 | 30.4 | C | 0.44 | 31.3 | C | 0.66 | 36.4 | D | 0.49 | 32.6 | C |
| Vanderbilt Avenue (N-S) | NB - TR | 0.57 | 10.1 | B | 0.30 | 8.3 | A | 0.32 | 8.4 | A | 0.28 | 8.1 | A | 0.33 | 8.4 | A |
| | SB - LT | 0.46 | 9.8 | A | 0.38 | 9.1 | A | 0.95 | 21.0 | C * | 0.60 | 11.0 | B | 0.46 | 9.7 | A |
| 51. Dean Street (EB) @ | EB - LTR | 0.36 | 16.7 | B | 0.45 | 19.9 | B | 0.58 | 24.1 | C | 0.74 | 28.4 | C | 0.54 | 23.3 | C |
| 3rd Avenue Avenue (N-S) | NB - TR | 0.59 | 32.8 | C | 0.76 | 26.4 | C | 1.05 | 63.0 | E * | 0.86 | 38.8 | D | 0.93 | 41.5 | D * |
| | SB - LT | 0.38 | 30.5 | C | 0.30 | 17.5 | B | 0.61 | 32.9 | C | 0.59 | 32.5 | C | 0.32 | 25.2 | C |
| 52. Dean Street (EB) @ | EB - LTR | 0.29 | 15.0 | B | 0.42 | 24.0 | C | 0.72 | 37.2 | D | 1.05 | 84.6 | F * | 0.55 | 26.6 | C |
| 4th Avenue (N-S) | NB - TR | 0.90 | 42.9 | D * | 0.49 | 23.7 | C | 0.45 | 17.3 | B | 0.41 | 16.7 | B | 0.55 | 24.5 | C |
| | SB - L | 0.16 | 30.7 | C | 0.24 | 23.2 | C | 0.13 | 14.7 | B | 0.10 | 14.2 | B | 0.19 | 22.0 | C |
| | SB - T | 0.30 | 28.2 | C | 0.27 | 20.4 | C | 0.34 | 15.9 | B | 0.29 | 15.3 | B | 0.27 | 20.4 | C |
| 53. Dean Street (EB) @ | EB - LTR | 1.04 | 105.4 | F * | 1.05 | 115.0 | F * | 1.05 | 108.4 | F * | 1.05 | 95.9 | F * | 1.05 | 111.7 | F * |
| 5th Avenue (N-S) | NB - TR | 1.05 | 100.4 | F * | 0.79 | 53.7 | D | 0.95 | 76.3 | E * | 1.05 | 101.6 | F * | 1.05 | 97.1 | F * |
| | SB - L | 0.10 | 6.9 | A | 0.08 | 5.8 | A | 0.09 | 6.2 | A | 0.08 | 6.3 | A | 0.08 | 6.6 | A |
| | SB - T | 0.17 | 6.6 | A | 0.16 | 6.5 | A | 0.20 | 6.8 | A | 0.26 | 7.2 | A | 0.26 | 7.2 | A |
| 54. Dean Street (EB) @ | EB - L | 0.52 | 21.0 | C | 0.34 | 17.8 | B | 0.37 | 18.9 | B | 0.42 | 21.4 | C | 0.41 | 18.2 | B |
| 6th Avenue (N-S) | EB - TR | 0.59 | 22.3 | C | 0.55 | 21.5 | C | 0.80 | 29.7 | C | 0.68 | 27.1 | C | 0.80 | 29.5 | C |
| | NB - TR | 0.53 | 11.6 | B | 0.23 | 8.7 | A | 0.36 | 8.8 | A | 0.31 | 8.1 | A | 0.34 | 9.7 | A |
| | SB - LT | 0.43 | 10.7 | B | 0.48 | 11.6 | B | 0.70 | 14.6 | B | 0.64 | 13.2 | B | 0.54 | 12.4 | B |
| 55. Dean Street (EB) @ | EB - L | 0.21 | 15.4 | B | 0.14 | 14.7 | B | 0.25 | 15.6 | B | 0.34 | 17.1 | B | 0.41 | 17.4 | B |
| Carlton Avenue (NB) | EB - T | 0.62 | 22.3 | C | 0.44 | 18.5 | B | 0.89 | 34.7 | C | 0.65 | 22.7 | C | 0.61 | 20.8 | C |
| | NB - TR | 0.80 | 17.1 | B | 0.31 | 9.0 | A | 0.37 | 9.6 | A | 0.37 | 9.5 | A | 0.31 | 8.9 | A |
| 56. Dean Street (EB) @ | EB - L | 0.30 | 29.5 | C | 0.22 | 27.1 | C | 0.27 | 27.7 | C | 0.36 | 29.9 | C | 0.28 | 28.2 | C |
| Vanderbilt Avenue (N-S) | EB - TR | 1.01 | 80.1 | F * | 0.62 | 36.7 | D | 1.05 | 81.7 | F * | 0.88 | 55.6 | E * | 0.88 | 54.3 | D |
| | NB - TR | 1.05 | 42.3 | D * | 0.65 | 13.9 | B | 0.60 | 12.3 | B | 0.52 | 11.0 | B | 0.70 | 14.9 | B |
| | SB - L | 0.43 | 12.3 | B | 0.18 | 8.3 | A | 0.31 | 8.1 | A | 0.32 | 9.1 | A | 0.25 | 9.1 | A |
| | SB - T | 0.66 | 12.6 | B | 0.45 | 10.2 | B | 0.81 | 14.4 | B | 0.76 | 15.7 | B | 0.70 | 14.7 | B |
| 57. Dean Street (EB) @ | EB - LTR | 0.54 | 14.8 | B | 0.47 | 14.8 | B | 0.74 | 19.0 | B | 0.64 | 17.6 | B | 0.56 | 15.4 | B |
| Underhill Avenue (N-S) | NB - TR | 0.50 | 15.4 | B | 0.17 | 11.2 | B | 0.12 | 10.7 | B | 0.09 | 10.5 | B | 0.15 | 11.0 | B |
| | SB - LT | 0.45 | 14.5 | B | 0.25 | 12.1 | B | 0.50 | 15.2 | B | 0.38 | 13.5 | B | 0.33 | 13.0 | B |
| 58. Dean Street (EB) @ | EB - LTR | 0.84 | 33.3 | C | 0.53 | 19.8 | B | 0.87 | 32.9 | C | 0.70 | 24.0 | C | 0.81 | 30.7 | C |
| Washington Avenue (N-S) | NB - TR | 0.96 | 24.2 | C * | 0.83 | 19.1 | B | 0.88 | 20.8 | C | 0.69 | 16.0 | B | 0.74 | 17.2 | B |
| | SB - LT | 0.72 | 16.8 | B | 0.58 | 14.2 | B | 1.05 | 44.1 | D * | 0.87 | 20.0 | B | 0.77 | 18.4 | B |
| 59. Bergen Street (WB) @ | WB - LTR | 0.81 | 24.7 | C | 0.62 | 25.2 | C | 1.05 | 84.4 | F * | 1.05 | 81.3 | F * | 0.80 | 29.7 | C |
| 4th Avenue (N-S) | NB - L | 0.80 | 45.9 | D | 0.45 | 31.4 | C | 0.48 | 23.8 | C | 0.40 | 21.0 | C | 0.45 | 31.1 | C |
| | NB - T | 0.76 | 35.0 | D | 0.48 | 26.5 | C | 0.39 | 16.4 | B | 0.28 | 15.1 | B | 0.53 | 27.2 | C |
| | SB - TR | 0.38 | 29.5 | C | 0.37 | 24.9 | C | 0.41 | 16.8 | B | 0.38 | 16.3 | B | 0.34 | 24.4 | C |
| 60. Bergen Street (WB) @ | WB - L | 0.65 | 43.4 | D | 0.49 | 40.9 | D | 0.77 | 56.8 | E * | 0.80 | 62.5 | E * | 0.26 | 34.3 | C |
| 5th Avenue (N-S) | WB - TR | 1.05 | 89.8 | F * | 0.80 | 53.8 | D | 0.98 | 77.0 | E * | 1.00 | 82.2 | F * | 1.05 | 96.0 | F * |
| | NB - LT | 0.54 | 14.7 | B | 0.46 | 13.7 | B | 0.45 | 13.1 | B | 0.49 | 14.0 | B | 0.56 | 15.4 | B |
| | SB - TR | 0.22 | 10.4 | B | 0.33 | 11.6 | B | 0.29 | 11.3 | B | 0.42 | 12.9 | B | 0.47 | 13.8 | B |
| 61. Bergen Street (WB) @ | WB - TR | 1.05 | 55.6 | E * | 0.77 | 26.9 | C | 0.94 | 39.1 | D * | 1.05 | 68.6 | E * | 0.88 | 28.7 | C |
| Carlton Avenue (NB) | NB - LT | 0.69 | 13.9 | B | 0.22 | 8.2 | A | 0.28 | 8.8 | A | 0.30 | 8.9 | A | 0.21 | 8.1 | A |
| 62. Bergen Street (WB) @ | WB - L | 0.36 | 27.3 | C | 0.32 | 27.6 | C | 0.37 | 28.5 | C | 0.30 | 27.7 | C | 0.16 | 25.2 | C |
| Vanderbilt Avenue (N-S) | WB - TR | 1.01 | 67.4 | E * | 0.79 | 42.6 | D | 0.78 | 41.6 | D | 0.54 | 32.6 | C | 0.84 | 44.0 | D |
| | NB - L | 0.35 | 9.0 | A | 0.09 | 7.6 | A | 0.36 | 11.7 | B | 0.28 | 10.6 | B | 0.13 | 8.1 | A |
| | NB - T | 1.05 | 43.6 | D * | 0.56 | 12.2 | B | 0.53 | 11.6 | B | 0.49 | 11.4 | B | 0.60 | 12.9 | B |
| | SB - TR | 1.05 | 58.9 | E * | 0.71 | 16.9 | B | 1.05 | 51.5 | D * | 1.05 | 54.9 | D * | 1.05 | 56.9 | E * |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.29 | 17.0 | B | 0.37 | 25.9 | C | 0.56 | 33.3 | C | 0.48 | 31.4 | C | 0.31 | 24.8 | C |
| 4th Avenue (N-S) | NB - TR | 0.94 | 39.5 | D * | 0.50 | 20.8 | C | 0.51 | 18.3 | B | 0.43 | 17.0 | B | 0.53 | 21.3 | C |
| | SB - L | 0.38 | 41.8 | D | 0.19 | 18.8 | B | 0.33 | 20.3 | C | 0.31 | 18.6 | B | 0.24 | 20.5 | C |
| | SB - T | 0.39 | 26.9 | C | 0.29 | 17.9 | B | 0.43 | 16.9 | B | 0.36 | 16.1 | B | 0.34 | 18.5 | B |

**Table C-2**
**Existing Conditions Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | WEEKDAY MD PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | WEEKDAY PREGAME PEAK HOUR | | | SATURDAY MD PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 64. Saint Marks Pl-Saint Marks Ave (EB) @ | EB - LTR | 0.60 | 25.4 | C | 0.55 | 25.1 | C | 0.64 | 27.1 | C | 0.60 | 26.5 | C | 0.44 | 22.8 | C |
| 5th Avenue (N-S) | NB - TR | 0.71 | 22.0 | C | 0.55 | 18.5 | B | 0.63 | 20.0 | C | 0.55 | 18.4 | B | 0.64 | 20.2 | C |
| | SB - LT | 0.51 | 17.6 | B | 0.41 | 15.9 | B | 0.43 | 16.0 | B | 0.55 | 18.2 | B | 0.46 | 16.7 | B |
| 65. Saint Marks Avenue (EB) @ | EB - LTR | 1.04 | 59.0 | E * | 0.69 | 30.6 | C | 0.78 | 32.3 | C | 0.70 | 36.3 | D | 0.72 | 37.0 | D |
| Vanderbilt Avenue (N-S) | NB - TR | 1.05 | 43.4 | D * | 0.62 | 13.6 | B | 0.64 | 13.8 | B | 0.49 | 11.1 | B | 0.68 | 14.6 | B |
| | SB - L | 0.33 | 8.9 | A | 0.05 | 6.8 | A | 0.19 | 7.5 | A | 0.14 | 7.2 | A | 0.15 | 7.2 | A |
| | SB - T | 0.91 | 19.1 | B * | 0.67 | 14.2 | B | 1.04 | 41.3 | D * | 0.95 | 21.3 | C * | 0.78 | 13.4 | B |
| 66. Prospect Place (WB) @ | WB - LTR | 1.05 | 62.2 | E * | 0.60 | 34.0 | C | 0.75 | 37.9 | D | 0.61 | 34.3 | C | 0.80 | 39.6 | D |
| Vanderbilt Avenue (N-S) | NB - L | 0.48 | 9.7 | A | 0.08 | 7.1 | A | 0.17 | 8.3 | A | 0.13 | 7.9 | A | 0.16 | 8.1 | A |
| | NB - T | 1.05 | 43.5 | D * | 0.53 | 11.3 | B | 0.51 | 10.9 | B | 0.49 | 10.9 | B | 0.55 | 11.8 | B |
| | SB - TR | 1.05 | 48.5 | D * | 0.77 | 17.0 | B | 1.05 | 43.3 | D * | 1.05 | 49.5 | D * | 1.05 | 55.3 | E * |
| 67. Park Place (EB) @ | EB - LTR | 1.05 | 61.1 | E * | 0.97 | 46.2 | D * | 1.05 | 61.5 | E * | 0.90 | 43.1 | D * | 0.88 | 43.2 | D |
| Vanderbilt Avenue (N-S) | NB - TR | 1.04 | 37.7 | D * | 0.49 | 11.0 | B | 0.50 | 11.2 | B | 0.34 | 9.2 | A | 0.55 | 11.9 | B |
| | SB - L | 0.56 | 10.7 | B | 0.29 | 8.8 | A | 0.49 | 9.6 | A | 0.24 | 7.7 | A | 0.18 | 7.4 | A |
| | SB - T | 0.78 | 13.2 | B | 0.54 | 11.1 | B | 0.91 | 16.5 | B * | 0.94 | 18.1 | B * | 0.77 | 12.9 | B |
| 68. Union Street (E-W) @ | EB - LTR | 0.75 | 26.5 | C | 0.61 | 23.4 | C | 0.79 | 26.9 | C | 0.72 | 25.4 | C | 0.78 | 28.1 | C |
| 5th Avenue (N-S) | WB - LTR | 0.78 | 27.6 | C | 0.49 | 20.5 | C | 0.53 | 21.5 | C | 0.41 | 19.1 | B | 0.60 | 22.9 | C |
| | NB - LTR | 1.05 | 52.3 | D * | 0.73 | 25.7 | C | 0.90 | 30.8 | C * | 0.73 | 26.1 | C | 0.85 | 29.6 | C |
| | SB - LTR | 0.69 | 24.7 | C | 0.57 | 22.0 | C | 0.78 | 27.1 | C | 0.71 | 25.2 | C | 0.91 | 32.1 | C * |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.78 | 28.8 | C | 0.76 | 24.2 | C | 0.91 | 32.8 | C * | 0.82 | 29.5 | C | 0.63 | 21.7 | C |
| Washington Avenue (N-S) | EB - R | 0.31 | 20.0 | C | 0.40 | 19.4 | B | 0.12 | 17.2 | B | 0.13 | 17.5 | B | 0.41 | 20.8 | C |
| | WB - L (ML) | 1.05 | 98.5 | F * | 0.71 | 45.7 | D | 1.05 | 139.6 | F * | 0.83 | 75.7 | E * | 0.72 | 40.9 | D |
| | WB - T (ML) | 0.84 | 29.5 | C | 0.57 | 20.6 | C | 0.63 | 24.6 | C | 0.54 | 22.8 | C | 0.62 | 21.4 | C |
| | WB - TR (SR) | 0.85 | 34.6 | C | 0.66 | 25.0 | C | 0.75 | 30.3 | C | 0.35 | 20.7 | C | 0.36 | 19.1 | B |
| | NB - LTR | 1.05 | 72.6 | E * | 1.05 | 59.2 | E * | 1.05 | 74.5 | E * | 1.05 | 74.2 | E * | 1.05 | 62.3 | E * |
| | SB - L | 0.63 | 28.8 | C | 0.62 | 21.4 | C | 0.77 | 28.0 | C | 0.60 | 23.6 | C | 0.57 | 19.7 | B |
| | SB - TR | 0.53 | 27.7 | C | 0.50 | 19.8 | B | 1.05 | 63.7 | E * | 1.05 | 68.3 | E * | 0.55 | 20.7 | C |
| 69. Eastern Parkway (E-W) @ | EB - T | | | | | | | | | | 0.92 | 28.7 | C * | | | |
| Washington Avenue (N-S) | EB - R | | | | | | | | | | 0.16 | 15.9 | B | | | |
| (90s Weekday Pregame Cycle) | WB - L (ML) | | | | | | | | | | 0.89 | 83.7 | F * | | | |
| | WB - T (ML) | | | | | | | | | | 0.60 | 21.0 | C | | | |
| | WB - TR (SR) | | | | | | | | | | 0.39 | 19.3 | B | | | |
| | NB - LTR | | | | | | | | | | 1.05 | 65.0 | E * | | | |
| | SB - L | | | | | | | | | | 0.54 | 16.1 | B | | | |
| | SB - TR | | | | | | | | | | 1.05 | 60.4 | E * | | | |
| 70. Bergen Street (WB) @ | WB - LTR | 0.81 | 17.4 | B | 0.59 | 21.1 | C | 0.74 | 19.4 | B | 0.77 | 18.1 | B | 0.77 | 24.8 | C |
| 6th Avenue (N-S) | NB - LT | 0.69 | 18.4 | B | 0.41 | 10.9 | B | 0.46 | 13.9 | B | 0.67 | 18.9 | B | 0.44 | 11.2 | B |
| | SB - TR | 0.38 | 13.0 | B | 0.31 | 9.2 | A | 0.58 | 14.7 | B | 0.52 | 13.9 | B | 0.43 | 10.4 | B |
| 71. Union Street (E-W) @ | EB - LTR | 0.83 | 45.6 | D | 0.60 | 24.7 | C | 1.05 | 70.3 | E * | 0.97 | 55.2 | E * | 0.74 | 28.2 | C |
| 4th Avenue (N-S) | WB - LTR | 1.05 | 91.7 | F * | 0.60 | 23.6 | C | 1.05 | 104.5 | F * | 1.05 | 109.7 | F * | 0.61 | 25.3 | C |
| | NB - TR | 0.66 | 15.4 | B | 0.59 | 29.1 | C | 0.49 | 12.7 | B | 0.28 | 10.5 | B | 0.78 | 32.8 | C |
| | SB - L | 0.36 | 19.2 | B | 0.48 | 34.4 | C | 0.50 | 18.0 | B | 0.19 | 10.7 | B | 0.53 | 42.2 | D |
| | SB - TR | 0.48 | 13.0 | B | 0.69 | 31.7 | C | 0.71 | 16.8 | B | 0.47 | 12.7 | B | 0.71 | 32.0 | C |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-3**
**Future Without Phase II Traffic Level of Serive Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | WEEKDAY MD PEAK HOUR | | | | | | | WEEKDAY PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Existing | | | No-Action | | | | | | | | | | | | | | | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 1.05 | 84.7 | F | * 1.27 | 175.6 | F | * | 0.62 | 48.4 | D | 0.95 | 61.2 | E | * | 0.52 | 47.2 | D | 0.75 | 50.8 | D | |
| Flatbush Avenue Extension (N-S) | EB - T | - | - | - | 1.25 | 156.7 | F | * | - | - | - | 1.20 | 134.0 | F | * | - | - | - | 1.39 | 218.7 | F | * |
| | EB - R | - | - | - | 1.29 | 175.0 | F | * | - | - | - | 1.51 | 276.1 | F | * | - | - | - | 1.05 | 76.5 | E | * |
| | EB - TR | 1.05 | 66.7 | F | * - | - | - | | 1.05 | 68.5 | E | * - | - | - | | 1.04 | 66.9 | E | * - | - | - | |
| | WB - L | 1.05 | 80.6 | F | * 1.35 | 207.6 | F | * | 1.05 | 93.0 | F | * 1.32 | 200.4 | F | * | 1.05 | 79.8 | E | * 1.29 | 183.7 | F | * |
| | WB - TR | 0.98 | 49.0 | D | * 1.10 | 89.6 | F | * | 0.65 | 40.1 | D | 0.73 | 42.1 | D | | 1.05 | 70.9 | E | * 1.14 | 109.4 | F | * |
| | WB - R | 1.05 | 74.6 | E | * 1.30 | 181.8 | F | * | 0.83 | 52.4 | D | 1.05 | 95.7 | F | * | 0.36 | 35.4 | D | 0.47 | 36.8 | D | |
| | NB - L | 0.78 | 26.9 | C | 0.84 | 29.7 | C | | 0.76 | 28.7 | C | 0.79 | 30.1 | C | | 0.73 | 29.4 | C | 0.75 | 26.6 | C | |
| | NB - T | 0.78 | 30.5 | C | 0.87 | 33.9 | C | | 0.36 | 22.7 | C | 0.42 | 23.6 | C | | 0.35 | 22.6 | C | 0.42 | 23.5 | C | |
| | NB - R (Unsignalized) | 0.50 | 14.4 | B | 0.74 | 24.6 | C | | 0.61 | 16.5 | C | 0.86 | 34.0 | D | | 0.56 | 15.2 | C | 0.87 | 35.0 | E | * |
| | SB - T | 0.75 | 42.3 | D | 0.84 | 46.4 | D | | 0.70 | 40.5 | D | 0.79 | 43.8 | D | | 1.01 | 68.7 | E | * 1.12 | 105.7 | F | * |
| | SB - R | 0.37 | 36.3 | D | 0.49 | 39.6 | D | | 0.72 | 50.4 | D | 0.86 | 64.3 | E | * | 0.58 | 42.3 | D | 0.67 | 46.2 | D | |
| | EB - DefL | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | EB - TR | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| 2. Myrtle Avenue (E-W) @ | EB - LTR | 0.36 | 36.2 | D | 0.53 | 28.3 | C | | 0.33 | 32.1 | C | 0.56 | 27.1 | C | | 0.63 | 42.9 | D | 0.74 | 35.0 | C | |
| Gold St-Flatbush Ave Extension (N-S) | WB - L | 0.49 | 43.5 | D | 0.73 | 47.0 | D | | 0.27 | 33.1 | C | 0.57 | 36.1 | D | | 0.49 | 44.9 | D | 0.75 | 53.7 | D | |
| | WB - TR | 0.70 | 43.4 | D | 0.57 | 28.6 | C | | 0.40 | 33.3 | C | 0.38 | 23.7 | C | | 0.59 | 40.9 | D | 0.49 | 27.3 | C | |
| | NB - TR | 1.00 | 42.3 | D | * 1.18 | 111.2 | F | * | 0.82 | 30.5 | C | 1.03 | 58.5 | E | * | 0.77 | 26.6 | C | 1.00 | 48.2 | D | * |
| | SB - L | 1.05 | 105.7 | F | * - | - | - | | 1.05 | 96.9 | F | * - | - | - | | 0.97 | 73.2 | E | * - | - | - | |
| | SB - TR | 0.57 | 13.4 | B | 0.88 | 31.2 | C | | 0.59 | 16.2 | B | 0.90 | 34.7 | C | * | 0.65 | 14.5 | B | 0.98 | 42.5 | D | * |
| 3. Willoughby Street (E-W) @ | EB - L | 0.38 | 27.9 | C | 1.01 | 101.8 | F | * | 0.25 | 24.3 | C | 1.04 | 110.6 | F | * | 0.27 | 24.7 | C | 1.57 | 312.8 | F | * |
| Flatbush Avenue Extension (N-S) | EB - R | 0.05 | 21.0 | C | 0.28 | 24.5 | C | | 0.09 | 21.6 | C | 0.52 | 29.8 | C | | 0.09 | 21.6 | C | 0.72 | 37.5 | D | |
| | WB - LTR | 0.52 | 29.0 | C | 0.91 | 52.2 | D | * | 0.34 | 25.3 | C | 0.95 | 60.4 | E | * | 0.37 | 25.9 | C | 0.90 | 50.5 | D | * |
| | NB - T | 0.89 | 28.2 | C | 0.99 | 36.9 | D | * | 0.63 | 23.0 | C | 0.71 | 24.8 | C | | 0.61 | 22.6 | C | 0.70 | 24.7 | C | |
| | SB - TR | 0.70 | 24.4 | C | 0.93 | 34.6 | C | * | 0.74 | 25.3 | C | 0.99 | 43.7 | D | * | 0.84 | 27.9 | C | 1.10 | 79.5 | E | * |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 1.05 | 67.0 | E | * 1.24 | 149.9 | F | * | 0.74 | 39.7 | D | 0.90 | 48.3 | D | * | 0.78 | 41.8 | D | 0.92 | 52.5 | D | * |
| Flatbush Avenue Extension (N-S) | NB - T | 0.82 | 28.1 | C | 1.02 | 52.3 | D | * | 0.63 | 23.1 | C | 0.84 | 29.2 | C | | 0.65 | 23.3 | C | 0.87 | 30.7 | C | |
| | SB - TR | 0.68 | 24.2 | C | 0.85 | 29.7 | C | | 0.68 | 24.2 | C | 0.89 | 32.0 | C | | 0.87 | 31.5 | C | 1.13 | 92.7 | F | * |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.49 | 42.4 | D | 0.51 | 43.4 | D | | 0.54 | 43.2 | D | 0.57 | 44.4 | D | | 0.95 | 58.8 | E | * 1.03 | 77.2 | E | * |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 1.05 | 89.2 | F | * 1.13 | 119.2 | F | * | 0.71 | 53.3 | D | 0.77 | 59.3 | E | * | 0.96 | 91.4 | F | * 1.07 | 120.7 | F | * |
| | WB - R | 0.59 | 26.2 | C | 0.68 | 29.1 | C | | 0.54 | 25.9 | C | 0.61 | 28.8 | C | | 0.41 | 20.7 | C | 0.46 | 21.8 | C | |
| | NB - T | 0.83 | 36.4 | D | 1.05 | 68.6 | E | * | 0.73 | 36.3 | D | 1.00 | 60.0 | E | * | 0.76 | 37.9 | D | 1.05 | 76.8 | E | * |
| | SB - L | 1.01 | 102.0 | F | * 1.41 | 250.2 | F | * | 0.88 | 72.5 | E | * 1.46 | 269.7 | F | * | 0.99 | 80.9 | F | * 1.68 | 360.3 | F | * |
| | SB - T | 0.51 | 15.4 | B | 0.63 | 17.3 | B | | 0.56 | 16.7 | B | 0.70 | 19.5 | B | | 0.69 | 18.2 | B | 0.85 | 22.1 | C | |
| 6. Livingston Street (EB) @ | EB - R | 0.42 | 33.0 | C | 0.54 | 36.1 | D | | 0.77 | 42.1 | D | 1.00 | 70.2 | E | * | 0.77 | 44.6 | D | 0.94 | 62.0 | E | * |
| Flatbush Avenue (N-S) | EB - R (Bus) | 0.13 | 24.3 | C | 0.13 | 24.3 | C | | 0.13 | 24.3 | C | 0.13 | 24.3 | C | | 0.19 | 25.5 | C | 0.19 | 25.5 | C | |
| | NB - L | 0.74 | 18.3 | B | 0.94 | 33.8 | C | * | 0.42 | 7.3 | A | 0.66 | 18.4 | B | | 0.56 | 16.5 | B | 0.82 | 29.4 | C | |
| | NB - T | 0.71 | 23.8 | C | 0.89 | 29.2 | C | | 0.53 | 21.0 | C | 0.73 | 24.8 | C | | 0.48 | 20.2 | C | 0.67 | 23.4 | C | |
| | SB - TR | 0.61 | 22.7 | C | 0.73 | 25.5 | C | | 0.55 | 21.6 | C | 0.67 | 24.0 | C | | 0.67 | 23.7 | C | 0.80 | 27.3 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) | EB - L | 0.67 | 45.9 | D | 0.83 | 56.7 | E | * | 0.69 | 49.1 | D | 0.86 | 63.2 | E | * | 0.64 | 46.1 | D | 0.82 | 58.0 | E | * |
| @ | EB - LT | 0.54 | 38.3 | D | 0.67 | 41.6 | D | | 0.43 | 37.9 | D | 0.61 | 41.5 | D | | 0.64 | 41.7 | D | 0.92 | 55.6 | E | * |
| Flatbush Avenue Ext (N-S) | NB - TR | 0.96 | 32.1 | C | * 1.18 | 111.5 | F | * | 0.85 | 30.1 | C | 1.19 | 119.5 | F | * | 0.85 | 33.3 | C | 1.17 | 114.1 | F | * |
| | SB - L | 0.66 | 52.6 | D | 0.78 | 62.2 | E | * | 0.64 | 47.7 | D | 0.82 | 66.2 | E | * | 0.68 | 44.3 | D | 0.83 | 58.1 | E | * |
| | SB - T | 0.44 | 11.7 | B | 0.53 | 12.9 | B | | 0.45 | 10.9 | B | 0.55 | 12.2 | B | | 0.59 | 12.6 | B | 0.70 | 14.8 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 1.02 | 50.2 | D | * 1.26 | 152.2 | F | * | 0.71 | 28.2 | C | 1.00 | 52.8 | D | * | 0.75 | 29.1 | C | 1.05 | 64.6 | E | * |
| Flatbush Avenue (N-S) | SB - T | 0.71 | 28.5 | C | - | - | - | | 0.74 | 28.8 | C | - | - | - | | 0.96 | 34.9 | C | * - | - | - | |
| | SB-TR | - | - | - | 0.82 | 32.7 | C | | - | - | - | 0.93 | 39.2 | D | * | - | - | - | 1.23 | 138.5 | F | * |
| | SB - R | 0.63 | 28.2 | C | 0.97 | 55.4 | E | * | 0.82 | 35.3 | D | 1.06 | 79.2 | E | * | 1.05 | 60.5 | E | * 1.24 | 141.3 | F | * |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.44 | 23.2 | C | 0.51 | 24.4 | C | | 0.48 | 23.8 | C | 0.58 | 25.3 | C | | 0.64 | 25.7 | C | 0.73 | 27.3 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.58 | 38.6 | D | 0.61 | 39.6 | D | | 0.65 | 41.7 | D | 0.71 | 44.5 | D | | 0.77 | 38.4 | D | 0.81 | 39.4 | D | |
| | WB - TR | 0.64 | 36.3 | D | 0.77 | 40.1 | D | | 0.67 | 36.9 | D | 0.84 | 42.4 | D | | 0.66 | 36.9 | D | 0.81 | 41.6 | D | |
| | WB - R | 0.51 | 36.9 | D | 0.79 | 50.1 | D | | 0.64 | 42.0 | D | 1.15 | 134.2 | F | * | 0.70 | 46.1 | D | 1.20 | 154.9 | F | * |
| | NB - LT | 1.01 | 53.0 | D | * 1.21 | 128.7 | F | * | 0.65 | 26.2 | C | 0.84 | 32.8 | C | | 0.73 | 28.5 | C | 1.00 | 52.8 | D | * |
| | SB - LT | 0.54 | 23.7 | C | 0.63 | 25.4 | C | | 0.54 | 23.6 | C | 0.66 | 25.8 | C | | 0.80 | 28.0 | C | 0.95 | 33.9 | C | * |
| 10. Pacific Street (EB) @ | EB - L | 0.09 | 21.4 | C | - | - | - | | 0.07 | 21.3 | C | - | - | - | | 0.10 | 21.6 | C | - | - | - | |
| Flatbush Avenue (N-S) | EB - LR | 0.10 | 21.5 | C | 0.49 | 27.3 | C | | 0.13 | 22.1 | C | 0.56 | 30.9 | C | | 0.15 | 22.2 | C | 0.90 | 47.2 | D | * |
| | NB - T | 0.74 | 25.9 | C | 0.83 | 29.1 | C | | 0.51 | 20.9 | C | 0.62 | 23.0 | C | | 0.55 | 21.6 | C | 0.65 | 23.7 | C | |
| | SB - T | 0.55 | 21.7 | C | 0.63 | 23.2 | C | | 0.55 | 21.6 | C | 0.65 | 23.7 | C | | 0.73 | 24.8 | C | 0.85 | 28.4 | C | |
| 11. 5th Avenue (EB) @ | EB - L | 0.38 | 26.0 | C | 0.45 | 27.4 | C | | 0.21 | 23.2 | C | 0.30 | 24.5 | C | | 0.25 | 23.7 | C | 0.33 | 25.0 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.60 | 22.1 | C | 0.66 | 23.5 | C | | 0.44 | 19.6 | B | 0.53 | 20.9 | C | | 0.48 | 20.0 | B | 0.56 | 21.1 | C | |
| | SB - TR | 0.55 | 21.8 | C | 0.65 | 23.8 | C | | 0.65 | 23.6 | C | 0.81 | 28.4 | C | | 0.84 | 28.9 | C | 1.08 | 75.3 | E | * |
| 12. Dean Street (EB) @ | EB - T | 0.47 | 26.0 | C | 0.52 | 27.0 | C | | 0.39 | 25.2 | C | 0.46 | 26.5 | C | | 0.71 | 31.5 | C | 0.78 | 33.8 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.29 | 23.7 | C | 0.31 | 24.0 | C | | 0.28 | 23.9 | C | 0.30 | 24.3 | C | | 0.32 | 24.3 | C | 0.34 | 24.6 | C | |
| | NB - TR | 0.74 | 25.9 | C | 0.83 | 29.3 | C | | 0.81 | 29.1 | C | 0.97 | 43.7 | D | * | 0.95 | 41.1 | D | * 1.10 | 82.2 | F | * |
| | SB - T | 0.47 | 20.3 | C | 0.52 | 21.1 | C | | 0.51 | 20.7 | C | 0.59 | 22.1 | C | | 0.62 | 22.3 | C | 0.71 | 24.2 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.77 | 32.7 | C | 0.95 | 48.5 | D | * | 0.50 | 28.1 | C | 0.66 | 32.9 | C | | 0.71 | 33.6 | C | 0.89 | 44.5 | D | |
| Flatbush Avenue (N-S) | WB - R | 0.10 | 19.2 | B | 0.14 | 19.8 | B | | 0.07 | 21.3 | C | 0.10 | 21.7 | C | | 0.14 | 22.1 | C | 0.16 | 22.4 | C | |
| | NB - T | 0.62 | 24.7 | C | 0.69 | 25.9 | C | | 0.69 | 24.4 | C | 0.82 | 28.4 | C | | 0.75 | 26.4 | C | 0.87 | 31.5 | C | |
| | SB - TR | 0.91 | 41.3 | D | * 1.01 | 60.7 | E | * | 0.83 | 31.6 | C | 0.96 | 44.2 | D | * | 0.67 | 23.9 | C | 0.75 | 26.2 | C | |
| 14. 6th Avenue (E-W) @ | EB - LT | 0.33 | 24.8 | C | 0.38 | 25.7 | C | | 0.22 | 23.2 | C | 0.28 | 24.3 | C | | 0.46 | 27.7 | C | 0.59 | 31.3 | C | |
| Flatbush Avenue (N-S) | WB - LT | 0.29 | 24.3 | C | 0.34 | 25.2 | C | | 0.54 | 29.5 | C | 0.63 | 32.5 | C | | 0.51 | 28.5 | C | 0.57 | 30.2 | C | |
| | NB - TR | 0.87 | 29.4 | C | 0.94 | 34.2 | C | * | 0.82 | 27.5 | C | 0.95 | 35.6 | D | * | 0.79 | 27.3 | C | 0.91 | 33.2 | C | * |
| | SB - TR | 0.85 | 28.6 | C | 0.95 | 35.6 | D | * | 0.87 | 30.6 | C | 1.00 | 47.9 | D | * | 0.70 | 24.5 | C | 0.81 | 27.7 | C | |
| 15. Saint Marks Avenue (E-W) @ | EB - LTR | 0.64 | 31.7 | C | 0.69 | 33.7 | C | | 0.47 | 27.7 | C | 0.57 | 30.1 | C | | 0.50 | 28.1 | C | 0.60 | 30.5 | C | |
| Flatbush Avenue (N-S) | NB - TR | 0.82 | 27.5 | C | 0.90 | 30.7 | C | * | 0.91 | 31.1 | C | * 1.05 | 57.7 | E | * | 0.82 | 28.4 | C | 0.93 | 35.4 | D | * |
| | SB - T | 0.65 | 23.2 | C | 0.72 | 24.9 | C | | 0.71 | 24.6 | C | 0.81 | 27.6 | C | | 0.64 | 23.1 | C | 0.72 | 25.0 | C | |
| 16. 7th Avenue (EB) @ | EB - L | 0.34 | 25.1 | C | 0.35 | 25.3 | C | | 0.45 | 33.9 | C | 0.47 | 34.2 | C | | 0.18 | 22.6 | C | 0.18 | 22.7 | C | |
| Flatbush Avenue (N-S) | NB - LT | 0.74 | 25.4 | C | 0.81 | 27.6 | C | | 0.66 | 18.6 | B | 0.77 | 22.0 | C | | 0.80 | 29.6 | C | 0.92 | 38.6 | D | * |
| | SB - TR | 0.80 | 28.1 | C | 0.90 | 33.1 | C | * | 0.73 | 20.2 | C | 0.83 | 23.9 | C | | 0.73 | 25.4 | C | 0.82 | 28.3 | C | |
| 17. Sterling Place (WB) @ | WB - LTR | 0.81 | 36.3 | D | 0.83 | 37.8 | D | | 0.33 | 25.3 | C | 0.35 | 25.5 | C | | 0.44 | 27.1 | C | 0.46 | 27.5 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.84 | 27.8 | C | 0.92 | 31.5 | C | * | 0.75 | 26.3 | C | 0.88 | 32.1 | C | | 0.52 | 21.1 | C | 0.60 | 22.5 | C | |
| | SB - TR | 0.78 | 27.2 | C | 0.87 | 31.4 | C | | 0.82 | 28.3 | C | 0.94 | 36.3 | D | * | 0.72 | 25.0 | C | 0.81 | 27.6 | C | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | | WEEKDAY MD PEAK HOUR | | | | | | | | WEEKDAY PM PEAK HOUR | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Existing | | | | No-Action | | | | | | | | | | | | | | | | | | | |
| | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 18. Tillary Street (E-W) @ | EB - TR | 0.59 | 40.4 | D | | 0.66 | 42.1 | D | | 0.54 | 39.5 | D | | 0.65 | 42.3 | D | | 0.52 | 39.2 | D | | 0.93 | 60.3 | E | * |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.05 | 109.6 | F | * | 1.12 | 131.6 | F | * | 1.05 | 103.7 | F | * | 1.20 | 155.9 | F | * | 1.05 | 85.0 | F | * | 1.56 | 302.5 | F | * |
| | WB - T | 0.57 | 39.6 | D | | 0.58 | 39.7 | D | | 0.62 | 40.3 | D | | 0.63 | 40.5 | D | | 0.85 | 44.1 | D | | 0.87 | 44.5 | D | |
| | WB - R | 0.95 | 55.9 | E | * | 1.12 | 106.7 | F | * | 0.97 | 58.5 | E | * | 1.13 | 109.9 | F | * | 1.05 | 72.4 | E | * | 1.27 | 168.1 | F | * |
| | NB - T (ML) | 0.96 | 47.5 | D | * | 1.10 | 90.1 | F | * | 0.69 | 39.9 | D | | 0.79 | 43.2 | D | | 0.95 | 47.4 | D | * | 1.07 | 79.7 | E | * |
| | NB - TR (SR) | 1.05 | 69.5 | E | * | 1.29 | 172.9 | F | * | 1.05 | 73.8 | E | * | 1.38 | 213.4 | F | * | 1.05 | 70.9 | E | * | 1.31 | 184.3 | F | * |
| | SB - L (ML) | 1.05 | 96.1 | F | * | 0.63 | 38.9 | D | | 1.05 | 100.1 | F | * | 0.65 | 41.3 | D | | 1.05 | 97.3 | F | * | 0.66 | 41.1 | D | |
| | SB - T (ML) | 0.50 | 20.7 | C | | 0.56 | 21.8 | C | | 0.42 | 19.4 | B | | 0.49 | 20.4 | C | | 0.67 | 24.3 | C | | 0.75 | 27.0 | C | |
| | SB - TR (SR) | 0.03 | 14.8 | B | | - | - | - | | 0.07 | 15.2 | B | | - | - | - | | 0.38 | 19.4 | B | | - | - | - | |
| | SB - R (SR) | - | - | - | | 0.02 | 14.7 | B | | - | - | - | * | 0.02 | 14.7 | B | | - | - | - | | 0.14 | 16.0 | B | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.46 | 8.8 | A | | 0.53 | 9.9 | A | | 0.55 | 12.5 | B | | 0.71 | 16.9 | B | | 0.60 | 10.8 | B | | 0.79 | 16.8 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.73 | 13.2 | B | | 0.81 | 16.0 | B | | 0.43 | 10.9 | B | | 0.52 | 12.2 | B | | 0.54 | 10.1 | B | | 0.63 | 11.7 | B | |
| | NB - LTR | 1.05 | 63.9 | E | * | 1.31 | 175.6 | F | * | 0.81 | 40.1 | D | | 1.14 | 114.7 | F | * | 1.05 | 66.7 | E | * | 1.51 | 264.5 | F | * |
| | SB - LTR | 0.88 | 49.2 | D | | 1.34 | 197.6 | F | * | 0.53 | 32.2 | C | | 0.99 | 73.5 | E | * | 1.05 | 62.8 | E | * | 1.48 | 251.5 | F | * |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 0.74 | 13.7 | B | | 0.80 | 15.2 | B | | 0.83 | 18.1 | B | | 0.93 | 26.0 | C | * | 1.05 | 39.6 | D | * | 1.14 | 81.5 | F | * |
| Vanderbilt Avenue (N-S) | NB - LT | 1.05 | 46.5 | D | * | 1.37 | 187.4 | F | * | 0.90 | 30.9 | C | * | 1.29 | 160.7 | F | * | 1.05 | 48.3 | D | * | 1.52 | 253.0 | F | * |
| | SB - TR | 0.46 | 19.6 | B | | 0.68 | 25.5 | C | | 0.47 | 19.6 | B | | 0.68 | 25.4 | C | | 0.96 | 29.6 | C | * | 1.14 | 89.0 | F | * |
| 21. Fulton Street (E-W) @ | EB - TR | 0.49 | 15.6 | B | | 0.68 | 20.7 | C | | 0.67 | 19.0 | B | | 0.99 | 47.6 | D | * | 0.81 | 22.3 | C | | 1.18 | 111.0 | F | * |
| South Portland Avenue (N-S) | WB - LT | 1.05 | 45.7 | D | * | 1.24 | 128.8 | F | * | 0.88 | 27.7 | C | | 1.20 | 119.0 | F | * | 1.00 | 35.3 | D | * | 1.41 | 208.1 | F | * |
| | WB - T (AM Bus Ln) | 0.07 | 10.5 | B | | 0.07 | 10.5 | B | | - | - | - | | - | - | - | | - | - | - | | - | - | - | |
| | NB - LR | 0.94 | 42.4 | D | * | 0.99 | 53.3 | D | * | 0.28 | 23.1 | C | | 0.30 | 23.5 | C | | 0.63 | 31.0 | C | | 0.66 | 32.5 | C | |
| | SB - LTR | 0.17 | 20.7 | C | | 0.18 | 20.7 | C | | 0.23 | 21.4 | C | | 0.24 | 21.6 | C | | 0.23 | 21.4 | C | | 0.24 | 21.5 | C | |
| 22. Fulton Street (E-W) @ | EB - LT | 0.49 | 15.5 | B | | 0.67 | 19.9 | B | | 0.56 | 16.6 | B | | 0.81 | 25.5 | C | | 0.82 | 22.4 | C | | 1.18 | 110.1 | F | * |
| Carlton Avenue (NB) | WB - TR | 0.94 | 27.4 | C | * | 1.02 | 41.9 | D | * | 0.53 | 16.1 | B | | 0.61 | 17.8 | B | | 0.58 | 17.0 | B | | 0.66 | 19.1 | B | |
| | NB - LTR | 1.05 | 61.4 | E | * | 1.10 | 78.6 | E | * | 0.54 | 27.0 | C | | 0.56 | 27.7 | C | | 0.61 | 28.9 | C | | 0.67 | 31.0 | C | |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.59 | 17.5 | B | | 0.76 | 23.3 | C | | 0.64 | 18.1 | B | | 0.89 | 30.2 | C | | 0.99 | 30.7 | C | * | 1.37 | 187.9 | F | * |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.89 | 25.8 | C | | 0.98 | 37.3 | D | * | 0.52 | 16.2 | B | | 0.63 | 18.9 | B | | 0.70 | 20.3 | C | | 0.89 | 33.7 | C | |
| | NB - L | 1.05 | 62.2 | E | * | 1.25 | 145.8 | F | * | 0.64 | 33.2 | C | | 0.71 | 38.0 | D | | 1.05 | 120.9 | F | * | 1.40 | 255.8 | F | * |
| | NB - TR | 1.05 | 57.3 | E | * | 1.10 | 77.9 | E | * | 0.65 | 29.5 | C | | 0.70 | 31.3 | C | | 0.65 | 29.0 | C | | 0.72 | 31.3 | C | |
| | SB - L | 0.49 | 34.4 | C | | 0.52 | 36.5 | D | | 0.06 | 19.6 | B | | 0.08 | 20.0 | C | | 0.14 | 19.8 | B | | 0.18 | 20.2 | C | |
| | SB - TR | 0.78 | 33.3 | C | | 0.87 | 39.4 | D | | 0.54 | 27.0 | C | | 0.58 | 28.1 | C | | 1.05 | 56.9 | E | * | 1.12 | 84.8 | F | * |
| 24. Livingston Street (E-W) @ | EB - LTR | 1.05 | 78.6 | E | * | 1.28 | 172.5 | F | * | 1.05 | 77.3 | E | * | 1.51 | 274.6 | F | * | 1.05 | 75.9 | E | * | 1.58 | 305.9 | F | * |
| Boerum Place (N-S) | WB - LT | 0.54 | 41.5 | D | | 0.88 | 61.6 | E | * | 0.38 | 38.7 | D | | 1.10 | 121.1 | F | * | 0.68 | 47.4 | D | | 1.47 | 268.3 | F | * |
| | WB - R | 1.05 | 99.3 | F | * | 1.28 | 184.5 | F | * | 0.97 | 87.4 | F | * | 1.17 | 151.6 | F | * | 0.87 | 66.7 | E | * | 1.07 | 110.7 | F | * |
| | NB - L | 0.54 | 38.4 | D | | 0.59 | 41.9 | D | | 0.35 | 31.1 | C | | 0.39 | 32.9 | C | | 0.46 | 43.2 | D | | 0.54 | 52.4 | D | |
| | NB - TR | 0.84 | 37.9 | D | | 0.93 | 45.1 | D | * | 0.62 | 31.0 | C | | 0.72 | 33.6 | C | | 0.66 | 31.9 | C | | 0.75 | 34.5 | C | |
| | SB - L | 0.61 | 27.4 | C | | 0.75 | 44.6 | D | | 0.55 | 14.9 | B | | 0.72 | 27.5 | C | | 0.35 | 10.5 | B | | 0.55 | 16.7 | B | |
| | SB - TR | 0.41 | 14.7 | B | | 0.45 | 15.2 | B | | 0.36 | 14.1 | B | | 0.40 | 14.6 | B | | 0.69 | 19.1 | B | | 0.74 | 20.5 | C | |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.75 | 45.3 | D | | 0.96 | 69.5 | E | * | 0.97 | 55.1 | E | * | 1.14 | 112.4 | F | * | 0.77 | 46.1 | D | | 0.92 | 60.7 | E | * |
| Boerum Place (N-S) | NB - L | 0.26 | 12.8 | B | | 0.32 | 14.3 | B | | 0.12 | 10.7 | B | | 0.15 | 11.4 | B | | 1.05 | 119.3 | F | * | 1.58 | 335.7 | F | * |
| | NB - T | 0.53 | 14.2 | B | | 0.57 | 14.9 | B | | 0.32 | 11.7 | B | | 0.36 | 12.2 | B | | 0.41 | 12.7 | B | | 0.45 | 13.3 | B | |
| | SB - TR | 0.39 | 12.5 | B | | 0.44 | 13.1 | B | | 0.35 | 12.0 | B | | 0.42 | 12.9 | B | | 0.66 | 16.2 | B | | 0.76 | 18.7 | B | |
| 26. State Street (EB) @ | EB - LTR | 0.51 | 37.3 | D | | 0.52 | 37.8 | D | | 0.52 | 38.5 | D | | 0.55 | 39.1 | D | | 0.54 | 38.7 | D | | 0.56 | 39.6 | D | |
| Boerum Place (N-S) | NB - TR | 0.53 | 14.5 | B | | 0.58 | 15.2 | B | | 0.34 | 12.0 | B | | 0.39 | 12.6 | B | | 0.40 | 12.6 | B | | 0.44 | 13.1 | B | |
| | SB-DefL | - | - | - | | - | - | - | | - | - | - | | 0.72 | 31.7 | C | | - | - | - | | - | - | - | |
| | SB-T | - | - | - | | - | - | - | | - | - | - | | 0.61 | 16.1 | B | | - | - | - | | - | - | - | |
| | SB - LT | 0.54 | 14.7 | B | | 0.68 | 17.8 | B | | 0.50 | 14.1 | B | | - | - | - | | 0.91 | 26.0 | C | * | 1.22 | 124.4 | F | * |
| 27. Atlantic Avenue (E-W) @ | EB - LT | 0.52 | 31.0 | C | | 0.71 | 36.5 | D | | 0.69 | 25.2 | C | | 0.94 | 41.4 | D | * | 0.52 | 24.9 | C | | 0.72 | 30.8 | C | |
| Hicks Street (NB) | WB - TR | 0.70 | 35.0 | D | | 0.80 | 39.3 | D | | 0.76 | 24.3 | C | | 0.90 | 29.1 | C | * | 0.64 | 26.5 | C | | 0.79 | 30.9 | C | |
| | NB - L | 0.68 | 27.9 | C | | 0.70 | 28.8 | C | | 0.70 | 28.4 | C | | 0.72 | 29.6 | C | | 0.45 | 28.8 | C | | 0.47 | 29.3 | C | |
| | NB - LT | 0.64 | 26.4 | C | | 0.66 | 27.1 | C | | 0.51 | 22.9 | C | | 0.53 | 23.2 | C | | 0.40 | 27.5 | C | | 0.41 | 27.7 | C | |
| | NB - R | 0.49 | 23.4 | C | | 0.51 | 23.9 | C | | 0.59 | 25.8 | C | | 0.62 | 26.8 | C | | 0.46 | 29.4 | C | | 0.48 | 29.9 | C | |
| 28. Atlantic Avenue (E-W) @ | EB - TR | 0.51 | 17.6 | B | | 0.63 | 20.0 | C | | 0.57 | 17.1 | B | | 0.70 | 19.7 | B | | 0.44 | 17.4 | B | | 0.54 | 19.1 | B | |
| Henry Street (SB) | WB - LT | 0.65 | 20.8 | C | | 0.81 | 26.8 | C | | 0.95 | 31.9 | C | * | 1.21 | 122.6 | F | * | 0.71 | 22.8 | C | | 0.93 | 35.7 | D | * |
| | SB - LTR | 0.62 | 36.3 | D | | 0.64 | 37.2 | D | | 0.66 | 27.1 | C | | 0.68 | 27.8 | C | | 0.90 | 43.4 | D | * | 0.94 | 47.6 | D | * |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 0.87 | 41.6 | D | | 1.11 | 98.7 | F | * | 0.90 | 36.3 | D | * | 1.19 | 120.1 | F | * | 0.79 | 36.3 | D | | 1.06 | 83.4 | F | * |
| Clinton Street (NB) | WB - TR | 0.68 | 29.7 | C | | 0.77 | 32.8 | C | | 0.84 | 24.8 | C | | 0.98 | 36.2 | D | * | 0.74 | 31.0 | C | | 0.90 | 39.4 | D | * |
| | NB - LTR | 0.96 | 43.6 | D | * | 1.00 | 52.8 | D | * | 0.88 | 31.3 | C | | 0.92 | 33.5 | C | * | 0.86 | 39.5 | D | | 0.90 | 42.8 | D | * |
| 30. Atlantic Avenue (E-W) @ | EB - L | 0.82 | 23.1 | C | | 1.01 | 45.4 | D | * | 0.52 | 15.7 | B | | 0.71 | 23.3 | C | | 0.49 | 19.0 | B | | 0.71 | 23.6 | C | |
| Boerum Place (SB) | EB - TR | 1.05 | 77.0 | E | * | 1.33 | 192.0 | F | * | 1.05 | 76.0 | E | * | 1.28 | 168.5 | F | * | 1.05 | 78.3 | E | * | 1.23 | 148.8 | F | * |
| | WB - LT | 0.88 | 44.0 | D | | 1.12 | 102.5 | F | * | 1.05 | 72.3 | E | * | 1.37 | 206.3 | F | * | 0.86 | 48.0 | D | | 1.17 | 129.2 | F | * |
| | WB - R | 1.05 | 46.4 | D | * | 1.11 | 70.6 | E | * | 0.85 | 18.6 | B | | 0.91 | 23.8 | C | * | 0.93 | 25.8 | C | * | 0.99 | 37.2 | D | * |
| | SB - L | 0.57 | 31.0 | C | | 0.62 | 32.1 | C | | 0.47 | 23.8 | C | | 0.50 | 24.2 | C | | 0.73 | 32.4 | C | | 0.78 | 33.5 | C | |
| | SB - T | 0.35 | 27.6 | C | | 0.36 | 27.9 | C | | 0.33 | 22.6 | C | | 0.36 | 22.9 | C | | 0.69 | 32.5 | C | | 0.74 | 33.7 | C | |
| | SB - R | 0.45 | 31.2 | C | | 0.61 | 36.8 | D | | 0.55 | 29.0 | C | | 0.80 | 42.6 | D | | 0.71 | 34.4 | C | | 1.04 | 75.3 | E | * |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 1.05 | 64.5 | E | * | 1.58 | 290.6 | F | * | 0.77 | 21.8 | C | | 1.26 | 144.3 | F | * | 0.60 | 13.9 | B | | 0.77 | 17.6 | B | |
| Smith Street (NB) | WB - TR | 0.95 | 32.4 | C | * | 1.15 | 99.3 | F | * | 0.85 | 23.7 | C | | 1.12 | 83.0 | F | * | 0.72 | 16.8 | B | | 0.85 | 21.1 | C | |
| | NB - L | 0.72 | 38.3 | D | | 0.76 | 39.9 | D | | 0.55 | 24.2 | C | | 0.58 | 24.7 | C | | 0.68 | 41.0 | D | | 0.72 | 42.4 | D | |
| | NB - TR | 0.93 | 55.9 | E | * | 1.08 | 94.2 | F | * | 0.91 | 43.9 | D | * | 1.08 | 84.2 | F | * | 1.05 | 81.3 | F | * | 1.19 | 137.8 | F | * |
| 32. Atlantic Avenue (E-W) @ | EB - T | 0.56 | 17.1 | B | | 0.62 | 18.1 | B | | 0.66 | 18.1 | B | | 0.73 | 19.5 | B | | 0.77 | 21.5 | C | | 0.84 | 24.3 | C | |
| Hoyt Street (SB) | EB - R | 0.17 | 13.0 | B | | 0.18 | 13.0 | B | | 0.23 | 13.3 | B | | 0.24 | 13.5 | B | | 0.40 | 15.2 | B | | 0.42 | 15.5 | B | |
| | WB - T | 0.83 | 23.0 | C | | 0.96 | 29.7 | C | * | 0.77 | 21.3 | C | | 0.91 | 28.4 | C | * | 0.76 | 20.7 | C | | 0.87 | 25.1 | C | |
| | SB - LTR | 0.57 | 35.3 | D | | 0.82 | 48.8 | D | | 0.54 | 24.8 | C | | 0.77 | 33.6 | C | | 0.69 | 39.5 | D | | 0.92 | 56.3 | E | * |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.62 | 19.6 | B | | 0.73 | 22.4 | C | | 0.58 | 11.7 | B | | 0.68 | 13.3 | B | | 0.85 | 24.2 | C | | 0.96 | 32.9 | C | * |
| Bond Street (NB) | WB - TR | 0.98 | 29.6 | C | * | 1.13 | 87.4 | F | * | 0.67 | 12.3 | B | | 0.79 | 14.7 | B | | 0.75 | 18.8 | B | | 0.87 | 21.7 | C | |
| | NB - L | 0.55 | 32.6 | C | | 0.58 | 33.6 | C | | - | - | - | | - | - | - | | - | - | - | | - | - | - | |
| | NB - TR | 0.43 | 30.3 | C | | 0.46 | 30.7 | C | | - | - | - | | - | - | - | | - | - | - | | - | - | - | |
| | NB - LTR | - | - | - | | - | - | - | | 0.81 | 39.4 | D | | 0.86 | 43.3 | D | | 0.74 | 41.7 | D | | 0.83 | 46.6 | D | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.52 | 17.5 | B | | 0.62 | 19.3 | B | | 0.54 | 11.1 | B | | 0.63 | 12.5 | B | | 0.70 | 17.1 | B | | 0.80 | 19.5 | B | |
| Nevins Street (SB) | EB - R | 0.27 | 14.7 | B | | 0.28 | 14.8 | B | | 0.23 | 8.6 | A | | 0.24 | 8.8 | A | | 0.41 | 13.2 | B | | 0.43 | 13.5 | B | |
| | WB - LT | 1.05 | 60.4 | E | * | 1.29 | 160.2 | F | * | 0.87 | 21.5 | C | | 1.08 | 65.8 | E | * | 1.05 | 59.4 | E | * | 1.26 | 147.3 | F | * |
| | SB - L | - | - | - | | 0.25 | 27.4 | C | | - | - | - | | 0.41 | 26.9 | C | | 0.39 | 34.3 | C | | 0.48 | 35.9 | D | |
| | SB - TR | - | - | - | | 0.90 | 42.2 | D | * | - | - | - | | 0.88 | 34.4 | C | | 0.98 | 68.1 | E | * | 1.11 | 110.1 | F | * |
| | SB - LTR | 0.98 | 50.9 | D | * | - | - | - | | 1.05 | 63.4 | E | * | - | - | - | | - | - | - | | - | - | - | |
| 35. Atlantic Avenue (E-W) @ | EB - T | 0.57 | 23.0 | C | | 0.69 | 25.7 | C | | 0.51 | 16.3 | B | | 0.61 | 18.0 | B | | 0.80 | 29.0 | C | | 0.91 | 35.7 | D | * |
| 3rd Avenue (NB) | EB - R | 0.32 | 20.1 | C | | 0.40 | 21.7 | C | | 0.33 | 14.9 | B | | 0.40 | 16.3 | B | | 0.65 | 29.9 | C | | 0.83 | 42.4 | D | |
| | WB - T | 0.78 | 27.9 | C | | 0.91 | 35.1 | D | * | 0.58 | 17.6 | B | | 0.68 | 19.8 | B | | 0.71 | 26.0 | C | | 0.81 | 29.3 | C | |
| | WB - R | 1.05 | 81.6 | F | * | 1.16 | 119.3 | F | * | 0.37 | 15.4 | B | | 0.44 | 16.7 | B | | 0.51 | 23.6 | C | | 0.65 | 27.7 | C | |
| | NB - LTR | 0.71 | 35.5 | D | | 0.77 | 37.5 | D | | 0.78 | 44.5 | D | | 0.89 | 51.6 | D | | 0.63 | 33.5 | C | | 0.71 | 35.6 | D | |
| 36. Atlantic Avenue (E-W) @ | EB - T | 0.56 | 27.0 | C | | 0.65 | 28.9 | C | | 0.72 | 35.1 | D | | 0.85 | 41.3 | D | | 1.05 | 73.6 | E | * | 1.18 | 127.4 | F | * |
| 4th Avenue(N-S) | EB - R | 0.44 | 31.5 | C | | 0.61 | 36.7 | D | | 0.69 | 47.6 | D | | 0.81 | 57.8 | E | * | 0.69 | 45.7 | D | | 0.82 | 54.6 | D | |
| | WB - T | 0.45 | 24.5 | C | | 0.52 | 25.6 | C | | 0.51 | 29.2 | C | | 0.58 | 30.6 | C | | 0.55 | 32.5 | C | | 0.62 | 33.7 | C | |
| | NB - L | 1.05 | 83.4 | F | * | 1.18 | 134.2 | F | * | 0.59 | 44.7 | D | | 0.72 | 48.6 | D | | 0.84 | 53.4 | D | | 1.01 | 78.0 | E | * |
| | NB - R | 0.87 | 58.6 | E | * | 0.92 | 64.8 | E | * | 0.73 | 55.7 | E | * | 0.79 | 60.4 | E | * | 1.05 | 102.5 | F | * | 1.13 | 129.0 | F | * |
| | SB - LT | 0.61 | 44.7 | D | | 0.96 | 70.5 | E | * | 0.62 | 42.0 | D | | 0.89 | 55.6 | E | * | 0.71 | 39.6 | D | | 0.97 | 60.2 | E | * |
| | SB - R | 0.32 | 41.8 | D | | 0.46 | 46.6 | D | | 0.21 | 35.8 | D | | 0.27 | 37.0 | D | | 0.12 | 29.6 | C | | 0.14 | 30.0 | C | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | WEEKDAY MD PEAK HOUR | | | | | | | WEEKDAY PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Existing | | | No-Action | | | | | | | | | | | | | | | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 37. Atlantic Avenue (E-W) @ | EB - L | 0.17 | 11.7 | B | 0.21 | 13.7 | B | | 0.31 | 15.0 | B | 0.40 | 20.3 | C | | 0.20 | 11.4 | B | | 0.26 | 13.9 | B | |
| Fort Greene Place (SB) | EB - T | 0.30 | 13.0 | B | 0.36 | 13.6 | B | | 0.35 | 15.0 | B | 0.42 | 15.9 | B | | 0.46 | 14.8 | B | | 0.53 | 15.7 | B | |
| | WB - TR | 0.63 | 26.2 | C | 0.77 | 30.1 | C | | 0.72 | 30.4 | C | 0.93 | 41.7 | D | * | 0.60 | 25.7 | C | | 0.76 | 29.9 | C | |
| | SB - L | 0.18 | 29.2 | C | 0.20 | 29.4 | C | | 0.27 | 28.5 | C | 0.28 | 28.7 | C | | 0.54 | 36.1 | D | | 0.57 | 36.8 | D | |
| | SB - R | 0.25 | 30.9 | C | 0.30 | 32.1 | C | | 0.30 | 30.1 | C | 0.33 | 30.9 | C | | 0.32 | 32.6 | C | | 0.34 | 33.3 | C | |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.44 | 22.8 | C | 0.53 | 24.5 | C | | 0.67 | 26.4 | C | 0.80 | 30.3 | C | | 0.75 | 27.6 | C | | 0.88 | 34.1 | C | |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.32 | 11.0 | B | 0.37 | 12.2 | B | | 0.35 | 14.1 | B | 0.45 | 17.1 | B | | 0.49 | 18.5 | B | | 0.59 | 30.0 | C | |
| | WB - TR | 0.54 | 15.0 | B | 0.65 | 17.0 | B | | 0.57 | 17.3 | B | 0.73 | 20.4 | C | | 0.44 | 13.1 | B | | 0.55 | 14.7 | B | |
| | NB - L | 0.26 | 32.3 | C | 0.38 | 35.4 | D | | 0.19 | 18.8 | B | 0.26 | 19.9 | B | | 0.40 | 38.5 | D | | 0.52 | 45.5 | D | |
| | NB - TR | 1.04 | 90.8 | F | * | 1.08 | 104.0 | F | * | 0.33 | 20.1 | C | 0.35 | 20.4 | C | 0.54 | 38.9 | D | | 0.57 | 39.9 | D | |
| | SB - L | 1.05 | 143.2 | F | * | 1.25 | 215.2 | F | * | 0.32 | 20.7 | C | 0.34 | 21.1 | C | 1.05 | 94.9 | F | * | 1.13 | 123.1 | F | * |
| | SB - TR | 0.19 | 30.5 | C | | 0.27 | 31.8 | C | | 0.34 | 20.4 | C | 0.40 | 21.5 | C | 0.62 | 38.5 | D | | 0.73 | 42.1 | D | |
| 39. Atlantic Avenue (E-W) @ | EB - T | 0.46 | 13.3 | B | | 0.47 | 13.5 | B | | 0.53 | 16.1 | B | 0.60 | 17.1 | B | 0.62 | 15.3 | B | | 0.64 | 15.8 | B | |
| Cumberland Street (SB) | WB - T | 0.64 | 15.8 | B | | 0.75 | 18.1 | B | | 0.58 | 16.9 | B | 0.75 | 20.1 | C | 0.50 | 13.9 | B | | 0.63 | 15.9 | B | |
| | SB - LR | 0.35 | 34.2 | C | | 0.36 | 34.4 | C | | 0.18 | 18.8 | B | 0.19 | 18.9 | B | 0.40 | 35.3 | D | | 0.42 | 35.6 | D | |
| 40. Atlantic Avenue (E-W) @ | EB - L | 1.05 | 127.6 | F | * | 1.64 | 367.7 | F | * | 0.26 | 15.2 | B | 0.41 | 23.6 | C | 0.41 | 17.6 | B | | 0.64 | 33.8 | C | |
| Carlton Avenue (NB) | EB - TR | 0.45 | 13.3 | B | | 0.47 | 13.5 | B | | 0.49 | 14.5 | B | 0.55 | 15.3 | B | 0.67 | 16.6 | B | | 0.70 | 17.3 | B | |
| | WB - L | 0.53 | 18.6 | B | | 0.59 | 20.8 | C | | 0.08 | 11.4 | B | 0.09 | 11.7 | B | 0.70 | 43.1 | D | | 0.81 | 62.4 | E | * |
| | WB - TR | 0.73 | 17.8 | B | | 0.85 | 21.3 | C | | 0.59 | 15.9 | B | 0.74 | 18.9 | B | 0.51 | 14.0 | B | | 0.63 | 16.0 | B | |
| | NB - LTR | 1.05 | 85.6 | F | * | 1.35 | 204.4 | F | * | 0.41 | 23.3 | C | 0.57 | 26.8 | C | 0.58 | 39.7 | D | | 0.92 | 65.5 | E | * |
| 41. Atlantic Avenue (E-W) @ | EB - L | 1.05 | 130.0 | F | * | 1.48 | 303.2 | F | * | 0.47 | 22.1 | C | 0.80 | 62.5 | E | * | 0.49 | 20.2 | C | | 0.76 | 45.2 | D | |
| Clermont Avenue (SB) | EB - T | 0.38 | 12.4 | B | | 0.43 | 13.0 | B | | 0.44 | 12.9 | B | 0.51 | 13.7 | B | 0.61 | 15.5 | B | | 0.68 | 16.7 | B | |
| | WB - TR | 0.74 | 17.0 | B | | 0.85 | 19.5 | B | | 0.59 | 14.3 | B | 0.75 | 16.8 | B | 0.50 | 13.6 | B | | 0.62 | 15.4 | B | |
| | SB - LR | 0.86 | 48.4 | D | | 0.90 | 52.5 | D | * | 0.45 | 25.9 | C | 0.50 | 26.8 | C | 1.05 | 69.0 | E | * | 1.09 | 87.2 | F | * |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.63 | 29.9 | C | | 0.72 | 32.3 | C | | 0.88 | 40.3 | D | 1.03 | 66.4 | E | * | 0.92 | 39.5 | D | * | 1.02 | 57.9 | E | * |
| Vanderbilt Avenue (N-S) | EB - R | 0.29 | 25.2 | C | | 0.31 | 25.6 | C | | 0.13 | 25.3 | C | 0.43 | 31.0 | C | | 0.66 | 32.3 | C | | 0.73 | 36.0 | D | |
| | WB - L | 0.49 | 17.0 | B | | 0.78 | 25.3 | C | | 0.53 | 22.5 | C | 0.63 | 26.3 | C | | 0.85 | 60.7 | E | * | 0.98 | 87.5 | F | * |
| | WB - TR | 1.05 | 56.7 | E | * | 1.21 | 127.7 | F | * | 0.97 | 44.1 | D | * | 1.25 | 146.7 | F | * | 0.74 | 24.2 | C | | 0.93 | 35.7 | D | * |
| | NB - L | 1.05 | 95.0 | F | * | 1.02 | 86.5 | F | * | 0.36 | 13.0 | B | 0.38 | 13.3 | B | | 0.90 | 68.8 | E | * | 0.93 | 76.6 | E | * |
| | NB - T | 1.04 | 76.4 | E | * | 1.09 | 92.4 | F | * | 0.50 | 17.9 | B | 0.53 | 18.6 | B | | 0.58 | 33.2 | C | | 0.64 | 35.3 | D | |
| | NB - R | 0.41 | 27.6 | C | | 0.46 | 28.8 | C | | 0.11 | 12.8 | B | 0.14 | 13.1 | B | | 0.20 | 25.7 | C | | 0.35 | 28.3 | C | |
| | SB - TR | 0.65 | 38.9 | D | | 0.72 | 40.6 | D | | 0.39 | 22.0 | C | 0.41 | 22.3 | C | | 1.05 | 70.7 | E | * | 1.09 | 85.1 | F | * |
| 43. Atlantic Avenue (E-W) @ | EB - T | 0.60 | 18.6 | B | | 0.69 | 20.4 | C | | 0.53 | 15.8 | B | 0.63 | 17.1 | B | | 0.77 | 18.1 | B | | 0.87 | 21.3 | C | |
| Clinton Avenue (SB) | WB - TR | 0.91 | 26.1 | C | * | 1.06 | 55.3 | E | * | 0.69 | 18.6 | B | 0.86 | 23.5 | C | | 0.53 | 14.3 | B | | 0.66 | 16.6 | B | |
| | SB - LR | 0.49 | 33.2 | C | | 0.51 | 33.8 | C | | 0.32 | 20.8 | C | 0.33 | 21.0 | C | | 1.05 | 69.9 | E | * | 1.09 | 84.2 | F | * |
| 44. Atlantic Avenue (WB) @ | SB - R | 0.05 | 11.0 | B | | 0.06 | 11.4 | B | | 0.04 | 10.2 | B | 0.04 | 10.3 | B | | 0.08 | 11.8 | B | | 0.09 | 12.6 | B | |
| Waverly Avenue (SB) | | | | | | | | | | | | | | | | | | | | | | | | |
| (Unsignalized) | | | | | | | | | | | | | | | | | | | | | | | | |
| 45. Atlantic Avenue (E-W) @ | EB - TR | 0.75 | 28.7 | C | | 0.85 | 32.6 | C | | 0.78 | 26.9 | C | 0.91 | 33.5 | C | * | 1.05 | 60.2 | E | * | 1.18 | 111.7 | F | * |
| Washington Ave-Underhill Ave (N-S) | WB - L | 0.68 | 22.3 | C | | 0.79 | 37.5 | D | | 0.31 | 12.6 | B | 0.37 | 15.0 | B | | 0.55 | 36.0 | D | | 0.59 | 40.4 | D | |
| | WB - TR | 0.80 | 19.8 | B | | 0.99 | 33.4 | C | * | 0.58 | 15.1 | B | 0.73 | 18.0 | B | | 0.47 | 12.1 | B | | 0.59 | 13.8 | B | |
| | NB - L | 1.05 | 97.5 | F | * | 1.24 | 171.4 | F | * | 0.63 | 33.6 | C | 0.86 | 56.7 | E | * | 1.05 | 94.4 | F | * | 2.13 | 561.4 | F | * |
| | NB - T | 0.60 | 37.5 | D | | 0.66 | 38.9 | D | | 0.42 | 24.1 | C | 0.51 | 25.8 | C | | 0.94 | 51.3 | D | * | 1.06 | 81.4 | F | * |
| | NB - R (Unsignalized) | 0.06 | 10.4 | B | | 0.06 | 10.6 | B | | 0.09 | 9.7 | A | 0.10 | 9.8 | A | | 0.09 | 10.5 | B | | 0.10 | 10.8 | B | |
| | SB - L | 0.31 | 34.7 | C | | 0.66 | 51.1 | D | | 0.15 | 20.8 | C | 0.46 | 27.4 | C | | 1.05 | 100.6 | F | * | 3.23 | 1056.0 | F | * |
| | SB - TR | 0.64 | 40.2 | D | | 0.70 | 42.8 | D | | 0.53 | 26.3 | C | 0.62 | 28.8 | C | | 0.92 | 48.8 | D | * | 1.06 | 78.6 | E | * |
| 46. Atlantic Avenue (E-W) @ | EB - TR | 0.49 | 13.8 | B | | 0.58 | 15.1 | B | | 0.52 | 13.8 | B | 0.63 | 15.5 | B | | 0.78 | 18.8 | B | | 0.91 | 24.4 | C | * |
| Grand Avenue (SB) | WB - L | 0.60 | 21.1 | C | | 0.80 | 36.5 | D | | 0.32 | 15.6 | B | 0.47 | 23.4 | C | | 0.89 | 96.2 | F | * | 0.93 | 109.7 | F | * |
| | WB - T | 0.83 | 20.2 | C | | 0.97 | 29.5 | C | * | 0.53 | 13.9 | B | 0.67 | 16.2 | B | | 0.52 | 14.2 | B | | 0.65 | 16.4 | B | |
| | SB - LTR | 0.96 | 52.1 | D | * | 1.00 | 60.1 | E | * | 0.61 | 28.7 | C | 0.63 | 29.5 | C | | 1.05 | 66.5 | E | * | 1.08 | 81.1 | F | * |
| 47. Pacific Street (E-W) @ | NB - L | 1.01 | 89.8 | F | * | 1.10 | 118.7 | F | * | 0.58 | 49.7 | D | 0.67 | 57.6 | E | * | 0.67 | 59.5 | E | * | 0.79 | 76.6 | E | * |
| 4th Avenue (N-S) | NB - TR | 0.89 | 45.1 | D | | 1.17 | 121.7 | F | * | 0.59 | 38.4 | D | 0.84 | 47.4 | D | | 0.76 | 43.4 | D | | 1.02 | 74.3 | E | * |
| | SB - L | 0.03 | 23.7 | C | | 0.65 | 43.0 | D | | 0.13 | 14.3 | B | 0.24 | 16.1 | B | | 0.01 | 11.7 | B | | 0.11 | 13.4 | B | |
| | SB - TR | 0.48 | 31.4 | C | | 0.60 | 33.9 | C | | 0.44 | 20.0 | C | 0.56 | 22.2 | C | | 0.54 | 18.8 | B | | 0.68 | 21.6 | C | |
| 48. Pacific Street (WB) @ | WB - LR | 0.48 | 19.7 | B | | 0.60 | 23.2 | C | | 0.17 | 15.6 | B | 0.21 | 16.2 | B | | 0.27 | 16.7 | B | | 0.33 | 17.9 | B | |
| 6th Avenue (N-S) | NB - T | 0.52 | 11.7 | B | | 0.61 | 13.3 | B | | 0.31 | 9.4 | A | 0.39 | 10.3 | B | | 0.34 | 9.6 | A | | 0.41 | 10.3 | B | |
| | SB - T | 0.27 | 9.0 | A | | 0.56 | 13.4 | B | | 0.33 | 9.4 | A | 0.46 | 11.0 | B | | 0.52 | 11.2 | B | | 0.80 | 18.4 | B | |
| 49. Pacific Street (WB) @ | EB-L | - | - | - | | 0.32 | 17.7 | B | | - | - | - | 0.18 | 15.8 | B | | - | - | - | | 0.32 | 17.7 | B | |
| Carlton Avenue (N-S) | WB - TR | - | - | - | | - | - | - | | - | - | - | - | - | - | | - | - | - | | - | - | - | |
| | NB - LT | 0.79 | 17.9 | B | | 0.83 | 19.8 | B | | 0.41 | 10.7 | B | 0.38 | 10.3 | B | | 0.40 | 10.5 | B | | 0.40 | 10.5 | B | |
| | NB - LTR | - | - | - | | - | - | - | | - | - | - | - | - | - | | - | - | - | | - | - | - | |
| | SB - LR | - | - | - | | - | - | - | | - | - | - | - | - | - | | - | - | - | | - | - | - | |
| | SB - R | 0.19 | 8.2 | A | | 0.19 | 8.3 | A | | 0.04 | 7.3 | A | 0.04 | 7.3 | A | | 0.13 | 7.7 | A | | 0.13 | 7.8 | A | |
| 50. Pacific Street (WB) @ | WB - LR | 1.05 | 64.7 | E | * | 1.09 | 78.4 | E | * | 0.39 | 30.4 | C | 0.43 | 31.2 | C | | 0.44 | 31.3 | C | | 0.46 | 31.8 | C | |
| Vanderbilt Avenue (N-S) | NB - TR | 0.57 | 10.1 | B | | 0.60 | 10.5 | B | | 0.30 | 8.3 | A | 0.33 | 8.5 | A | | 0.32 | 8.4 | A | | 0.38 | 8.9 | A | |
| | SB - LT | 0.46 | 9.8 | A | | 0.53 | 10.7 | B | | 0.38 | 9.1 | A | 0.41 | 9.5 | A | | 0.95 | 21.0 | C | * | 1.06 | 47.9 | D | * |
| 51. Dean Street (EB) @ | EB - LTR | 0.36 | 16.7 | B | | 0.41 | 17.7 | B | | 0.45 | 19.9 | B | 0.50 | 20.9 | C | | 0.58 | 24.1 | C | | 0.62 | 25.3 | C | |
| 3rd Avenue Avenue (N-S) | NB - TR | 0.59 | 32.8 | C | | 0.65 | 34.1 | C | | 0.76 | 26.4 | C | 0.87 | 33.0 | C | | 1.05 | 63.0 | E | * | 1.18 | 116.9 | F | * |
| | SB - LT | 0.38 | 30.5 | C | | 0.46 | 32.4 | C | | 0.30 | 17.5 | B | 0.36 | 18.4 | B | | 0.61 | 32.9 | C | | 0.80 | 43.8 | D | |
| 52. Dean Street (EB) @ | EB - LTR | 0.29 | 15.0 | B | | 0.33 | 15.5 | B | | 0.42 | 24.0 | C | 0.47 | 25.0 | C | | 0.72 | 37.2 | D | | 0.76 | 39.4 | D | |
| 4th Avenue (N-S) | NB - TR | 0.90 | 42.9 | D | * | 1.06 | 76.5 | E | * | 0.49 | 23.7 | C | 0.63 | 26.3 | C | | 0.45 | 17.3 | B | | 0.56 | 19.0 | B | |
| | SB - L | 0.16 | 30.7 | C | | - | - | - | | 0.24 | 23.2 | C | - | - | - | | 0.13 | 14.7 | B | | - | - | - | |
| | SB - T | 0.30 | 28.2 | C | | 0.55 | 32.9 | C | | 0.27 | 20.4 | C | 0.53 | 24.8 | C | | 0.34 | 15.9 | B | | 0.65 | 21.3 | C | |
| 53. Dean Street (EB) @ | EB - LTR | 1.04 | 105.4 | F | * | 1.09 | 121.7 | F | * | 1.05 | 115.0 | F | * | 1.12 | 135.5 | F | * | 1.05 | 108.4 | F | * | 1.09 | 121.0 | F | * |
| 5th Avenue (N-S) | NB - TR | 1.05 | 100.4 | F | * | 1.19 | 148.5 | F | * | 0.79 | 53.7 | D | 0.97 | 80.5 | F | * | 0.95 | 76.3 | E | * | 1.11 | 120.9 | F | * |
| | SB - L | 0.10 | 6.9 | A | | 0.15 | 7.9 | A | | 0.08 | 5.8 | A | 0.16 | 7.0 | A | | 0.09 | 6.2 | A | | 0.14 | 7.1 | A | |
| | SB - T | 0.17 | 6.6 | A | | 0.24 | 7.1 | A | | 0.16 | 6.5 | A | 0.24 | 7.1 | A | | 0.20 | 6.8 | A | | 0.37 | 8.3 | A | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | WEEKDAY MD PEAK HOUR | | | | | | WEEKDAY PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Existing | | | No-Action | | | | | | | | | | | | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 54. Dean Street (EB) @ | EB - L | 0.52 | 21.0 | C | 0.76 | 29.8 | C | 0.34 | 17.8 | B | 0.52 | 21.3 | C | 0.37 | 18.9 | B | 0.51 | 21.3 | C |
| 6th Avenue (N-S) | EB - TR | 0.59 | 22.3 | C | 0.59 | 22.5 | C | 0.55 | 21.5 | C | 0.61 | 23.4 | C | 0.80 | 29.7 | C | 0.88 | 35.7 | D |
| | NB - TR | 0.53 | 11.6 | B | 0.55 | 11.9 | B | 0.23 | 8.7 | A | 0.25 | 8.8 | A | 0.36 | 8.8 | A | 0.39 | 9.1 | A |
| | SB - LT | 0.43 | 10.7 | B | 0.48 | 11.4 | B | 0.48 | 11.6 | B | 0.55 | 12.8 | B | 0.70 | 14.6 | B | 0.77 | 17.0 | B |
| 55. Dean Street (EB) @ | EB - L | 0.21 | 15.4 | B | - | - | - | 0.14 | 14.7 | B | - | - | - | 0.25 | 15.6 | B | - | - | - |
| Carlton Avenue (NB) | EB - T | 0.62 | 22.3 | C | - | - | - | 0.44 | 18.5 | B | - | - | - | 0.89 | 34.7 | C | - | - | - |
| | EB-LT | - | - | - | 0.72 | 24.1 | C | - | - | - | 0.52 | 18.3 | B | - | - | - | 1.03 | 58.5 | E * |
| | NB - TR | 0.80 | 17.1 | B | 0.91 | 26.3 | C * | 0.31 | 9.0 | A | 0.35 | 10.6 | B | 0.37 | 9.6 | A | 0.43 | 11.6 | B |
| 56. Dean Street (EB) @ | EB - L | 0.30 | 29.5 | C | 0.29 | 27.0 | C | 0.22 | 27.1 | C | 0.26 | 25.4 | C | 0.27 | 27.7 | C | 0.33 | 26.2 | C |
| Vanderbilt Avenue (N-S) | EB - TR | 1.01 | 80.1 | F * | 0.98 | 68.8 | E * | 0.62 | 36.7 | D | 0.59 | 33.2 | C | 1.05 | 81.7 | F * | 1.02 | 67.6 | E * |
| | NB - TR | 1.05 | 42.3 | D * | 1.15 | 86.6 | F * | 0.65 | 13.9 | B | 0.71 | 17.5 | B | 0.60 | 12.3 | B | 0.66 | 15.4 | B |
| | SB - L | 0.43 | 12.3 | B | 0.52 | 17.4 | B | 0.18 | 8.3 | A | 0.21 | 10.1 | B | 0.31 | 8.1 | A | 0.36 | 9.9 | A |
| | SB - T | 0.66 | 12.6 | B | 0.74 | 16.5 | B | 0.45 | 10.2 | B | 0.50 | 12.5 | B | 0.81 | 14.4 | B | 0.90 | 19.5 | B * |
| 57. Dean Street (EB) @ | EB - LTR | 0.54 | 14.8 | B | 0.57 | 15.2 | B | 0.47 | 14.8 | B | 0.48 | 14.9 | B | 0.74 | 19.0 | B | 0.76 | 19.5 | B |
| Underhill Avenue (N-S) | NB - TR | 0.50 | 15.4 | B | 0.52 | 15.7 | B | 0.17 | 11.2 | B | 0.17 | 11.3 | B | 0.12 | 10.7 | B | 0.12 | 10.8 | B |
| | SB - LT | 0.45 | 14.5 | B | 0.48 | 15.1 | B | 0.25 | 12.1 | B | 0.29 | 12.6 | B | 0.50 | 15.2 | B | 0.54 | 15.8 | B |
| 58. Dean Street (EB) @ | EB - LTR | 0.84 | 33.3 | C | 0.88 | 37.6 | D | 0.53 | 19.8 | B | 0.55 | 20.2 | C | 0.87 | 32.9 | C | 0.90 | 36.1 | D * |
| Washington Avenue (N-S) | NB - TR | 0.96 | 24.2 | C * | 1.04 | 41.3 | D * | 0.83 | 19.1 | B | 0.97 | 32.0 | C * | 0.88 | 20.8 | C | 1.01 | 39.5 | D * |
| | SB - LT | 0.72 | 16.8 | B | 0.80 | 19.8 | B | 0.58 | 14.2 | B | 0.68 | 16.9 | B | 1.05 | 44.1 | D * | 1.25 | 129.5 | F * |
| 59. Bergen Street (WB) @ | WB - LTR | 0.81 | 24.7 | C | 1.02 | 50.6 | D * | 0.62 | 25.2 | C | 0.85 | 36.8 | D | 1.05 | 84.4 | F * | 1.51 | 274.2 | F * |
| 4th Avenue (N-S) | NB - L | 0.80 | 45.9 | D | 1.11 | 114.7 | F * | 0.45 | 31.4 | C | 0.72 | 53.4 | D | 0.48 | 23.8 | C | 0.79 | 53.3 | D |
| | NB - T | 0.76 | 35.0 | D | 0.90 | 39.3 | D * | 0.48 | 26.5 | C | 0.62 | 29.1 | C | 0.39 | 16.4 | B | 0.48 | 17.7 | B |
| | SB - TR | 0.38 | 29.5 | C | 0.69 | 37.1 | D | 0.37 | 24.9 | C | 0.71 | 33.2 | C | 0.41 | 16.8 | B | 0.74 | 24.4 | C |
| 60. Bergen Street (WB) @ | WB - L | 0.65 | 43.4 | D | 0.73 | 47.4 | D | 0.49 | 40.9 | D | 0.59 | 44.8 | D | 0.77 | 56.8 | E * | 0.88 | 71.4 | E * |
| 5th Avenue (N-S) | WB - TR | 1.05 | 89.8 | F * | 1.33 | 197.8 | F * | 0.80 | 53.8 | D | 1.09 | 112.3 | F * | 0.98 | 77.0 | E * | 1.25 | 170.6 | F * |
| | NB - LT | 0.54 | 14.7 | B | 0.62 | 16.6 | B | 0.46 | 13.7 | B | 0.59 | 16.7 | B | 0.45 | 13.1 | B | 0.56 | 15.3 | B |
| | SB - TR | 0.22 | 10.4 | B | 0.28 | 11.1 | B | 0.33 | 11.6 | B | 0.44 | 13.2 | B | 0.29 | 11.3 | B | 0.52 | 14.8 | B |
| 61. Bergen Street (WB) @ | WB - TR | 1.05 | 55.6 | E * | 1.25 | 139.3 | F * | 0.77 | 26.9 | C | 0.96 | 47.7 | D * | 0.94 | 39.1 | D * | 1.14 | 96.3 | F * |
| Carlton Avenue (NB) | NB - LT | 0.69 | 13.9 | B | 0.74 | 15.4 | B | 0.22 | 8.2 | A | 0.23 | 8.3 | A | 0.28 | 8.8 | A | 0.31 | 9.0 | A |
| 62. Bergen Street (WB) @ | WB - L | 0.36 | 27.3 | C | 0.38 | 27.7 | C | 0.32 | 27.6 | C | 0.36 | 28.3 | C | 0.37 | 28.5 | C | 0.40 | 29.1 | C |
| Vanderbilt Avenue (N-S) | WB - TR | 1.01 | 67.4 | E * | 1.22 | 142.0 | F * | 0.79 | 42.6 | D | 1.01 | 75.5 | E * | 0.78 | 41.6 | D | 0.97 | 64.7 | E * |
| | NB - L | 0.35 | 9.0 | A | 0.40 | 9.5 | A | 0.09 | 7.6 | A | 0.10 | 7.6 | A | 0.36 | 11.7 | B | 0.40 | 12.9 | B |
| | NB - T | 1.05 | 43.6 | D * | 1.09 | 58.9 | E * | 0.56 | 12.2 | B | 0.58 | 12.6 | B | 0.53 | 11.6 | B | 0.55 | 12.0 | B |
| | SB - TR | 1.05 | 58.9 | E * | 1.14 | 91.6 | F * | 0.71 | 16.9 | B | 0.76 | 19.3 | B | 1.05 | 51.5 | D * | 1.12 | 79.2 | E * |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.29 | 17.0 | B | 0.33 | 17.6 | B | 0.37 | 25.9 | C | 0.46 | 27.6 | C | 0.56 | 33.3 | C | 0.64 | 35.8 | D |
| 4th Avenue (N-S) | NB - TR | 0.94 | 39.5 | D * | 1.09 | 78.6 | E * | 0.50 | 20.8 | C | 0.63 | 23.2 | C | 0.51 | 18.3 | B | 0.62 | 20.3 | C |
| | SB - L | 0.38 | 41.8 | D | 0.50 | 51.6 | D | 0.19 | 18.8 | B | 0.32 | 24.0 | C | 0.33 | 20.3 | C | 0.69 | 46.6 | D |
| | SB - T | 0.39 | 26.9 | C | 0.72 | 34.7 | C | 0.29 | 17.9 | B | 0.57 | 22.5 | C | 0.43 | 16.9 | B | 0.79 | 25.7 | C |
| 64. Saint Marks Pl-Saint Marks Ave (EB) @ | EB - LTR | 0.60 | 25.4 | C | 0.65 | 26.8 | C | 0.55 | 25.1 | C | 0.66 | 28.4 | C | 0.64 | 27.1 | C | 0.74 | 31.1 | C |
| 5th Avenue (N-S) | NB - TR | 0.71 | 22.0 | C | 0.80 | 25.6 | C | 0.55 | 18.5 | B | 0.67 | 21.8 | C | 0.63 | 20.0 | C | 0.74 | 23.9 | C |
| | SB - LT | 0.51 | 17.6 | B | 0.59 | 19.4 | B | 0.41 | 15.9 | B | 0.51 | 17.8 | B | 0.43 | 16.0 | B | 0.55 | 18.3 | B |
| 65. Saint Marks Avenue (EB) @ | EB - LTR | 1.04 | 59.0 | E * | 1.13 | 93.3 | F * | 0.69 | 30.6 | C | 0.81 | 32.5 | C | 0.78 | 32.3 | C | 0.94 | 38.3 | D * |
| Vanderbilt Avenue (N-S) | NB - TR | 1.05 | 43.4 | D * | 1.09 | 57.6 | E * | 0.62 | 13.6 | B | 0.66 | 14.5 | B | 0.64 | 13.8 | B | 0.67 | 14.6 | B |
| | SB - L | 0.33 | 8.9 | A | 0.35 | 9.3 | A | 0.05 | 6.8 | A | 0.05 | 6.9 | A | 0.19 | 7.5 | A | 0.21 | 7.7 | A |
| | SB - T | 0.91 | 19.1 | B * | 0.96 | 23.5 | C * | 0.67 | 14.2 | B | 0.71 | 15.4 | B | 1.04 | 41.3 | D * | 1.10 | 64.6 | E * |
| 66. Prospect Place (WB) @ | WB - LTR | 1.05 | 62.2 | E * | 1.09 | 77.7 | E * | 0.60 | 34.0 | C | 0.62 | 34.7 | C | 0.75 | 37.9 | D | 0.78 | 39.3 | D |
| Vanderbilt Avenue (N-S) | NB - L | 0.48 | 9.7 | A | 0.53 | 10.3 | B | 0.08 | 7.1 | A | 0.09 | 7.2 | A | 0.17 | 8.3 | A | 0.19 | 8.5 | A |
| | NB - T | 1.05 | 43.5 | D * | 1.09 | 60.4 | E * | 0.53 | 11.3 | B | 0.55 | 11.8 | B | 0.51 | 10.9 | B | 0.53 | 11.3 | B |
| | SB - TR | 1.05 | 48.5 | D * | 1.10 | 69.3 | E * | 0.77 | 17.0 | B | 0.82 | 19.1 | B | 1.05 | 43.3 | D * | 1.11 | 68.3 | E * |
| 67. Park Place (EB) @ | EB - LTR | 1.05 | 61.1 | E * | 1.11 | 82.7 | F * | 0.97 | 46.2 | D * | 1.02 | 58.2 | E * | 1.05 | 61.5 | E * | 1.09 | 77.5 | E * |
| Vanderbilt Avenue (N-S) | NB - TR | 1.04 | 37.7 | D * | 1.00 | 25.6 | C * | 0.49 | 11.0 | B | 0.51 | 11.5 | B | 0.50 | 11.2 | B | 0.53 | 11.6 | B |
| | SB - L | 0.56 | 10.7 | B | 0.60 | 11.3 | B | 0.29 | 8.8 | A | 0.31 | 9.1 | A | 0.49 | 9.6 | A | 0.52 | 9.9 | A |
| | SB - T | 0.78 | 13.2 | B | 0.82 | 14.1 | B | 0.54 | 11.1 | B | 0.57 | 11.7 | B | 0.91 | 16.5 | B * | 0.96 | 19.8 | B * |
| 68. Union Street (E-W) @ | EB - LTR | 0.75 | 26.5 | C | 0.78 | 28.6 | C | 0.61 | 23.4 | C | 0.65 | 24.6 | C | 0.79 | 26.9 | C | 0.85 | 29.9 | C |
| 5th Avenue (N-S) | WB - LTR | 0.78 | 27.6 | C | 0.84 | 30.6 | C | 0.49 | 20.5 | C | 0.53 | 21.3 | C | 0.53 | 21.5 | C | 0.59 | 23.0 | C |
| | NB - LTR | 1.05 | 52.3 | D * | 1.16 | 99.1 | F * | 0.73 | 25.7 | C | 0.87 | 33.9 | C | 0.90 | 30.8 | C * | 1.04 | 59.2 | E * |
| | SB - LTR | 0.69 | 24.7 | C | 0.77 | 28.1 | C | 0.57 | 22.0 | C | 0.68 | 25.4 | C | 0.78 | 27.1 | C | 0.93 | 39.0 | D * |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.78 | 28.8 | C | 0.80 | 29.8 | C | 0.76 | 24.2 | C | 0.78 | 25.0 | C | 0.91 | 32.8 | C * | 0.94 | 36.2 | D * |
| Washington Avenue (N-S) | EB - R | 0.31 | 20.0 | C | 0.33 | 20.3 | C | 0.40 | 19.4 | B | 0.43 | 19.9 | B | 0.12 | 17.2 | B | 0.13 | 17.4 | B |
| | WB - L (ML) | 1.05 | 98.5 | F * | 1.18 | 144.2 | F * | 0.71 | 45.7 | D | 0.79 | 57.3 | E * | 1.05 | 139.6 | F * | 1.13 | 169.0 | F * |
| | WB - T (ML) | 0.84 | 29.5 | C | 0.87 | 30.7 | C | 0.57 | 20.6 | C | 0.59 | 20.9 | C | 0.63 | 24.6 | C | 0.66 | 25.1 | C |
| | WB - TR (SR) | 0.85 | 34.6 | C | 0.89 | 37.7 | D | 0.66 | 25.0 | C | 0.68 | 25.8 | C | 0.75 | 30.3 | C | 0.77 | 31.4 | C |
| | NB - LTR | 1.05 | 72.6 | E * | 1.19 | 130.6 | F * | 1.05 | 59.2 | E * | 1.24 | 142.4 | F * | 1.05 | 74.5 | E * | 1.45 | 245.3 | F * |
| | SB - L | 0.63 | 28.8 | C | 0.69 | 31.8 | C | 0.62 | 21.4 | C | 0.68 | 24.5 | C | 0.77 | 28.0 | C | 0.86 | 31.8 | C |
| | SB - TR | 0.53 | 27.7 | C | 0.62 | 30.1 | C | 0.50 | 19.8 | B | 0.62 | 22.4 | C | 1.05 | 63.7 | E * | 1.20 | 123.8 | F * |
| 69. Eastern Parkway (E-W) @ | EB - T | | | | | | | | | | | | | | | | | | |
| Washington Avenue (N-S) | EB - R | | | | | | | | | | | | | | | | | | |
| (90s Weekday Pregame Cycle) | WB - L (ML) | | | | | | | | | | | | | | | | | | |
| | WB - T (ML) | | | | | | | | | | | | | | | | | | |
| | WB - TR (SR) | | | | | | | | | | | | | | | | | | |
| | NB - LTR | | | | | | | | | | | | | | | | | | |
| | SB - L | | | | | | | | | | | | | | | | | | |
| | SB - TR | | | | | | | | | | | | | | | | | | |
| 70. Bergen Street (WB) @ | WB - LTR | 0.81 | 17.4 | B | 0.99 | 28.3 | C * | 0.59 | 21.1 | C | 0.76 | 26.7 | C | 0.74 | 19.4 | B | 0.90 | 26.3 | C * |
| 6th Avenue (N-S) | NB - LT | 0.69 | 18.4 | B | 0.75 | 20.8 | C | 0.41 | 10.9 | B | 0.47 | 12.0 | B | 0.46 | 13.9 | B | 0.55 | 15.7 | B |
| | SB - TR | 0.38 | 13.0 | B | 0.45 | 14.0 | B | 0.31 | 9.2 | A | 0.38 | 9.9 | A | 0.58 | 14.7 | B | 0.68 | 16.7 | B |
| 71. Union Street (E-W) @ | EB - LTR | 0.83 | 45.6 | D | 0.86 | 48.3 | D | 0.60 | 24.7 | C | 0.64 | 26.1 | C | 1.05 | 70.3 | E * | 1.11 | 92.9 | F * |
| 4th Avenue (N-S) | WB - LTR | 1.05 | 91.7 | F * | 1.13 | 117.6 | F * | 0.60 | 23.6 | C | 0.63 | 24.6 | C | 1.05 | 104.5 | F * | 1.17 | 146.2 | F * |
| | NB - TR | 0.66 | 15.4 | B | 0.75 | 17.4 | B | 0.59 | 29.1 | C | 0.73 | 32.5 | C | 0.49 | 12.7 | B | 0.58 | 14.1 | B |
| | SB - L | 0.36 | 19.2 | B | 0.50 | 31.4 | C | 0.48 | 34.4 | C | 0.69 | 54.2 | D | 0.50 | 18.0 | B | 0.69 | 31.2 | C |
| | SB - TR | 0.48 | 13.0 | B | 0.58 | 14.5 | B | 0.69 | 31.7 | C | 0.88 | 40.2 | D | 0.71 | 16.8 | B | 0.86 | 22.5 | C |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-3**
**Future Without Phase II Traffic Level of Serive Analysis**

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | SATURDAY MD PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 0.48 | 48.5 | D | | 0.62 | 51.6 | D | | 0.49 | 49.5 | D | | 0.68 | 55.4 | E | * |
| Flatbush Avenue Extension (N-S) | EB - T | - | - | - | | 1.13 | 109.4 | F | * | - | - | - | | 1.00 | 65.5 | E | * |
| | EB - R | - | - | - | | 0.95 | 62.6 | E | * | - | - | - | | 1.64 | 339.6 | F | * |
| | EB - TR | 0.94 | 48.7 | D | * | - | - | - | | 0.85 | 45.3 | D | | - | - | - | |
| | WB - L | 1.05 | 86.6 | F | * | 1.22 | 154.5 | F | * | 1.03 | 85.1 | F | * | 1.36 | 220.0 | F | * |
| | WB - TR | 0.93 | 48.6 | D | * | 1.00 | 59.5 | E | * | 0.72 | 41.6 | D | | 0.80 | 43.9 | D | |
| | WB - R | 0.50 | 37.9 | D | | 0.63 | 40.7 | D | | 0.85 | 50.4 | D | | 1.07 | 93.9 | F | * |
| | NB - L | 0.72 | 28.8 | C | | 0.74 | 25.5 | C | | 0.79 | 29.4 | C | | 0.77 | 30.0 | C | |
| | NB - T | 0.36 | 22.7 | C | | 0.40 | 23.3 | C | | 0.45 | 24.0 | C | | 0.54 | 25.5 | C | |
| | NB - R (Unsignalized) | 0.53 | 13.7 | B | | 0.60 | 16.5 | C | | 0.57 | 14.5 | B | | 0.83 | 28.6 | D | |
| | SB - T | 0.94 | 55.1 | E | * | 1.02 | 72.6 | E | * | 0.65 | 39.1 | D | | 0.92 | 52.5 | D | * |
| | SB - R | 0.36 | 35.9 | D | | 0.41 | 37.0 | D | | 0.23 | 33.1 | C | | 0.30 | 34.5 | C | |
| | EB - DefL | - | - | - | | - | - | - | | 0.44 | 43.2 | D | | - | - | - | |
| | EB - TR | - | - | - | | - | - | - | | 0.16 | 33.1 | C | | - | - | - | |
| 2. Myrtle Avenue (E-W) @ | EB - LTR | 0.26 | 34.4 | C | | 0.43 | 26.2 | C | | - | - | - | | 0.62 | 30.8 | C | |
| Gold St-Flatbush Ave Extension (N-S) | WB - L | 0.48 | 42.6 | D | | 0.59 | 36.0 | D | | 0.42 | 38.9 | D | | 0.79 | 48.7 | D | |
| | WB - TR | 0.44 | 37.7 | D | | 0.36 | 25.2 | C | | 0.73 | 44.9 | D | | 0.66 | 31.0 | C | |
| | NB - TR | 0.67 | 24.1 | C | | 0.80 | 27.6 | C | | 0.88 | 31.0 | C | | 1.18 | 115.6 | F | * |
| | SB - L | 1.05 | 88.3 | F | * | - | - | - | | 1.05 | 103.5 | F | * | - | - | - | |
| | SB - TR | 0.64 | 14.4 | B | | 0.92 | 33.7 | C | * | 0.53 | 12.8 | B | | 0.93 | 35.5 | D | * |
| 3. Willoughby Street (E-W) @ | EB - L | 0.21 | 23.5 | C | | 0.53 | 32.5 | C | | 0.17 | 22.9 | C | | 2.03 | 517.4 | F | * |
| Flatbush Avenue Extension (N-S) | EB - R | 0.08 | 21.4 | C | | 0.33 | 25.5 | C | | 0.13 | 22.1 | C | | 0.93 | 57.6 | E | * |
| | WB - LTR | 0.30 | 24.6 | C | | 0.61 | 31.8 | C | | 0.50 | 28.6 | C | | 1.47 | 254.9 | F | * |
| | NB - T | 0.57 | 21.9 | C | | 0.63 | 23.1 | C | | 0.72 | 24.7 | C | | 0.83 | 28.2 | C | |
| | SB - TR | 0.82 | 27.1 | C | | 0.96 | 35.5 | D | * | 0.71 | 24.5 | C | | 1.09 | 78.4 | E | * |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 0.84 | 41.6 | D | | 0.85 | 41.7 | D | | 0.76 | 39.7 | D | | 0.92 | 49.5 | D | * |
| Flatbush Avenue Extension (N-S) | NB - T | 0.58 | 22.0 | C | | 0.70 | 24.5 | C | | 0.80 | 26.1 | C | | 1.11 | 80.9 | F | * |
| | SB - TR | 0.89 | 29.5 | C | | 1.03 | 52.1 | D | * | 0.76 | 25.8 | C | | 1.08 | 73.9 | E | * |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.74 | 49.9 | D | | 0.78 | 53.4 | D | | 0.54 | 43.3 | D | | 0.61 | 46.1 | D | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 0.65 | 52.1 | D | | 0.73 | 58.5 | E | * | 0.92 | 76.7 | E | * | 1.04 | 105.1 | F | * |
| | WB - R | 0.29 | 18.5 | B | | 0.33 | 19.3 | B | | 0.38 | 19.5 | B | | 0.42 | 20.3 | C | |
| | NB - T | 0.69 | 35.8 | D | | 0.84 | 41.4 | D | | 0.99 | 55.4 | E | * | 1.40 | 222.7 | F | * |
| | SB - L | 1.05 | 91.7 | F | * | 1.34 | 207.3 | F | * | 0.94 | 75.6 | E | * | 1.87 | 446.5 | F | * |
| | SB - T | 0.72 | 18.7 | B | | 0.82 | 21.1 | C | | 0.62 | 17.0 | B | | 0.83 | 22.2 | C | |
| 6. Livingston Street (EB) @ | EB - R | 1.03 | 59.9 | E | * | 1.13 | 101.1 | F | * | 0.67 | 38.8 | D | | 0.98 | 68.8 | E | * |
| Flatbush Avenue (N-S) | EB - R (Bus) | 0.14 | 24.6 | C | | 0.14 | 24.6 | C | | 0.12 | 24.1 | C | | 0.12 | 24.1 | C | |
| | NB - L | 0.66 | 21.0 | C | | 0.83 | 30.7 | C | | 0.46 | 12.2 | B | | 0.71 | 24.6 | C | |
| | NB - T | 0.47 | 20.1 | C | | 0.58 | 21.7 | C | | 0.68 | 23.6 | C | | 0.97 | 36.7 | D | * |
| | SB - TR | 0.71 | 24.6 | C | | 0.80 | 27.1 | C | | 0.61 | 22.6 | C | | 0.80 | 27.5 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) | EB - L | 0.52 | 42.4 | D | | 0.62 | 45.6 | D | | 0.64 | 43.5 | D | | 0.80 | 53.0 | D | |
| @ | EB - LT | 0.42 | 37.7 | D | | 0.59 | 41.0 | D | | 0.54 | 37.6 | D | | 0.72 | 42.2 | D | |
| Flatbush Avenue Ext (N-S) | NB - TR | 0.81 | 31.4 | C | | 1.01 | 52.8 | D | * | 0.90 | 32.6 | C | * | 1.28 | 158.1 | F | * |
| | SB - L | 0.65 | 42.9 | D | | 0.78 | 53.8 | D | | 0.85 | 64.4 | E | * | 1.22 | 168.2 | F | * |
| | SB - T | 0.56 | 12.2 | B | | 0.62 | 13.2 | B | | 0.55 | 13.5 | B | | 0.73 | 16.9 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 0.77 | 29.7 | C | | 0.96 | 43.2 | D | * | 0.85 | 32.4 | C | | 1.22 | 134.4 | F | * |
| Flatbush Avenue (N-S) | SB - T | 0.92 | 33.9 | C | * | - | - | - | | 0.86 | 32.9 | C | | - | - | - | |
| | SB-TR | - | - | - | | 1.03 | 54.3 | D | * | - | - | - | | 1.12 | 90.5 | F | * |
| | SB - R | 0.94 | 39.6 | D | * | 1.09 | 79.6 | E | * | 0.74 | 30.1 | C | | 1.07 | 77.9 | E | * |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.59 | 25.1 | C | | 0.65 | 26.1 | C | | 0.52 | 24.2 | C | | 0.75 | 28.9 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.72 | 40.3 | D | | 0.76 | 41.9 | D | | 0.88 | 57.9 | E | * | 0.93 | 65.4 | E | * |
| | WB - TR | 0.66 | 36.8 | D | | 0.79 | 40.5 | D | | 0.82 | 39.7 | D | | 1.05 | 72.8 | E | * |
| | WB - R | 0.66 | 43.1 | D | | 0.97 | 78.3 | E | * | 0.78 | 44.5 | D | | 1.39 | 225.3 | F | * |
| | NB - LT | 0.69 | 27.2 | C | | 0.81 | 31.3 | C | | 0.76 | 29.0 | C | | 1.03 | 60.4 | E | * |
| | SB - LT | 0.72 | 26.4 | C | | 0.79 | 28.1 | C | | 0.65 | 25.1 | C | | 0.81 | 29.2 | C | |
| 10. Pacific Street (EB) @ | EB - L | 0.10 | 21.6 | C | | - | - | - | | 0.09 | 21.5 | C | | - | - | - | |
| Flatbush Avenue (N-S) | EB - LR | 0.33 | 25.4 | C | | 0.70 | 35.4 | D | | 0.18 | 22.7 | C | | 0.70 | 34.5 | C | |
| | NB - T | 0.50 | 20.7 | C | | 0.56 | 21.8 | C | | 0.61 | 22.7 | C | | 0.74 | 25.9 | C | |
| | SB - T | 0.67 | 23.7 | C | | 0.73 | 25.2 | C | | 0.62 | 22.7 | C | | 0.76 | 25.9 | C | |
| 11. 5th Avenue (EB) @ | EB - L | 0.26 | 23.7 | C | | 0.30 | 24.5 | C | | 0.33 | 26.9 | C | | 0.43 | 28.8 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.43 | 19.4 | B | | 0.48 | 20.1 | C | | 0.48 | 18.3 | B | | 0.58 | 19.8 | B | |
| | SB - TR | 0.80 | 27.8 | C | | 0.90 | 33.1 | C | * | 0.79 | 25.9 | C | | 1.02 | 51.1 | D | * |
| 12. Dean Street (EB) @ | EB - T | 0.39 | 24.9 | C | | 0.42 | 25.3 | C | | 0.59 | 28.2 | C | | 1.00 | 55.2 | E | * |
| Flatbush Avenue (N-S) | EB - R | 0.47 | 26.4 | C | | 0.49 | 26.8 | C | | 0.25 | 23.2 | C | | 0.26 | 23.4 | C | |
| | NB - TR | 0.84 | 31.3 | C | | 0.93 | 38.9 | D | * | 0.92 | 35.0 | C | * | 1.10 | 82.5 | F | * |
| | SB - T | 0.57 | 21.6 | C | | 0.62 | 22.5 | C | | 0.53 | 20.9 | C | | 0.63 | 22.6 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.60 | 29.7 | C | | 0.72 | 33.3 | C | | 0.63 | 31.1 | C | | 0.92 | 48.5 | D | * |
| Flatbush Avenue (N-S) | WB - R | 0.18 | 22.6 | C | | 0.20 | 22.8 | C | | 0.13 | 22.1 | C | | 0.16 | 22.5 | C | |
| | NB - T | 0.69 | 24.5 | C | | 0.77 | 26.7 | C | | 0.81 | 27.2 | C | | 0.96 | 37.5 | D | * |
| | SB - TR | 1.04 | 62.5 | E | * | 1.12 | 91.7 | F | * | 0.88 | 34.5 | C | | 1.04 | 64.4 | E | * |
| 14. 6th Avenue (E-W) @ | EB - LT | 0.39 | 26.3 | C | | 0.46 | 27.9 | C | | 0.35 | 25.2 | C | | 0.50 | 28.6 | C | |
| Flatbush Avenue (N-S) | WB - LT | 0.70 | 33.4 | C | | 0.75 | 35.9 | D | | 0.61 | 31.9 | C | | 0.74 | 37.7 | D | |
| | NB - TR | 0.82 | 28.1 | C | | 0.90 | 32.6 | C | * | 0.89 | 29.6 | C | | 1.04 | 55.9 | E | * |
| | SB - TR | 0.99 | 35.9 | D | * | 1.08 | 66.2 | E | * | 0.87 | 29.7 | C | | 1.04 | 58.2 | E | * |
| 15. Saint Marks Avenue (E-W) @ | EB - LTR | 0.45 | 27.2 | C | | 0.52 | 28.9 | C | | 0.44 | 27.0 | C | | 0.54 | 29.4 | C | |
| Flatbush Avenue (N-S) | NB - TR | 0.83 | 28.7 | C | | 0.91 | 33.3 | C | * | 0.95 | 33.2 | C | * | 1.10 | 78.6 | E | * |
| | SB - T | 0.88 | 28.3 | C | | 0.95 | 32.0 | C | * | 0.88 | 30.4 | C | | 1.02 | 51.6 | D | * |
| 16. 7th Avenue (EB) @ | EB - L | 0.20 | 22.8 | C | | 0.20 | 22.9 | C | | 0.20 | 22.9 | C | | 0.21 | 23.0 | C | |
| Flatbush Avenue (N-S) | NB - LT | 0.81 | 27.9 | C | | 0.93 | 35.3 | D | * | 0.88 | 30.2 | C | | 1.08 | 71.0 | E | * |
| | SB - TR | 1.05 | 55.8 | E | * | 1.13 | 90.7 | F | * | 1.05 | 54.1 | D | * | 1.21 | 126.0 | F | * |
| 17. Sterling Place (WB) @ | WB - LTR | 0.35 | 25.5 | C | | 0.36 | 25.7 | C | | 0.38 | 26.0 | C | | 0.39 | 26.3 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.77 | 26.9 | C | | 0.86 | 30.6 | C | | 0.88 | 29.9 | C | | 1.04 | 56.3 | E | * |
| | SB - TR | 0.93 | 31.9 | C | * | 1.00 | 42.7 | D | * | 0.85 | 29.3 | C | | 1.00 | 46.5 | D | * |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | SATURDAY MD PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 18. Tillary Street (E-W) @ | EB - TR | 0.47 | 38.4 | D | 0.92 | 59.5 | E * | 0.52 | 39.1 | D | 0.65 | 42.1 | D |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.05 | 98.6 | F * | 1.64 | 343.6 | F * | 1.05 | 100.3 | F * | 1.21 | 157.9 | F * |
| | WB - T | 0.70 | 41.4 | D | 0.71 | 41.6 | D | 0.35 | 36.0 | D | 0.36 | 36.1 | D |
| | WB - R | 1.00 | 62.0 | E * | 1.12 | 106.2 | F * | 1.05 | 77.1 | E * | 1.28 | 173.7 | F * |
| | NB - T (ML) | 0.81 | 42.7 | D | 0.90 | 47.5 | D * | 0.79 | 42.3 | D | 0.99 | 60.4 | E * |
| | NB - TR (SR) | 0.90 | 52.1 | D * | 1.06 | 89.3 | F * | 0.63 | 41.9 | D | 0.99 | 79.1 | E * |
| | SB - L (ML) | 1.05 | 97.5 | F * | 0.63 | 41.0 | D | 1.05 | 100.1 | F * | 0.78 | 46.5 | D |
| | SB - T (ML) | 0.68 | 24.6 | C | 0.75 | 26.7 | C | 0.51 | 20.9 | C | 0.70 | 25.1 | C |
| | SB - TR (SR) | 0.47 | 21.2 | C | - | - | - | 0.09 | 15.4 | B | - | - | - |
| | SB - R (SR) | - | - | - | 0.07 | 15.3 | B | - | - | - | 0.03 | 14.8 | B |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.57 | 10.3 | B | 0.68 | 12.7 | B | 0.49 | 9.1 | A | 0.74 | 15.7 | B |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.52 | 9.8 | A | 0.59 | 11.1 | B | 0.57 | 10.4 | B | 0.68 | 13.0 | B |
| | NB - LTR | 1.05 | 67.0 | E * | 1.50 | 260.2 | F * | 1.05 | 66.1 | E * | 1.91 | 445.6 | F * |
| | SB - LTR | 0.78 | 42.8 | D | 1.12 | 109.0 | F * | 0.81 | 45.3 | D | 1.80 | 400.8 | F * |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 1.05 | 39.7 | D * | 1.14 | 80.0 | F * | 1.05 | 42.3 | D * | 1.16 | 88.9 | F * |
| Vanderbilt Avenue (N-S) | NB - LT | 1.05 | 52.5 | D * | 1.45 | 225.2 | F * | 1.05 | 48.7 | D * | 1.77 | 367.4 | F * |
| | SB - TR | 0.78 | 25.6 | C | 0.96 | 43.6 | D * | 0.59 | 19.3 | B | 1.06 | 73.4 | E * |
| 21. Fulton Street (E-W) @ | EB - TR | 0.81 | 22.6 | C | 0.99 | 42.9 | D * | 0.67 | 19.0 | B | 1.05 | 63.4 | E * |
| South Portland Avenue (N-S) | WB - LT | 1.05 | 51.2 | D * | 1.27 | 146.6 | F * | 0.92 | 28.0 | C * | 1.28 | 150.5 | F * |
| | WB - T (AM Bus Ln) | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - LR | 0.53 | 28.6 | C | 0.56 | 29.6 | C | 0.66 | 33.8 | C | 0.69 | 35.8 | D |
| | SB - LTR | 0.21 | 21.2 | C | 0.22 | 21.3 | C | 0.43 | 24.6 | C | 0.45 | 25.1 | C |
| 22. Fulton Street (E-W) @ | EB - LT | 1.01 | 34.6 | C * | 1.22 | 123.2 | F * | 0.62 | 17.5 | B | 0.92 | 34.3 | C * |
| Carlton Avenue (NB) | WB - TR | 0.59 | 17.1 | B | 0.64 | 18.4 | B | 0.64 | 18.1 | B | 0.75 | 21.6 | C |
| | NB - LTR | 0.76 | 35.6 | D | 0.80 | 38.3 | D | 0.62 | 29.2 | C | 0.71 | 32.4 | C |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.76 | 20.9 | C | 0.91 | 30.2 | C * | 0.84 | 23.5 | C | 1.18 | 108.8 | F * |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.58 | 17.3 | B | 0.67 | 19.9 | B | 0.69 | 20.1 | C | 0.90 | 34.2 | C * |
| | NB - L | 1.05 | 106.5 | F * | 1.26 | 183.3 | F * | 0.78 | 45.3 | D | 1.58 | 319.2 | F * |
| | NB - TR | 0.54 | 26.0 | C | 0.59 | 27.0 | C | 0.79 | 33.8 | C | 0.85 | 37.9 | D |
| | SB - L | 0.16 | 20.0 | B | 0.19 | 20.2 | C | 0.15 | 20.7 | C | 0.18 | 21.4 | C |
| | SB - TR | 1.01 | 43.5 | D * | 1.07 | 64.2 | E * | 0.80 | 34.1 | C | 1.12 | 97.0 | F * |
| 24. Livingston Street (E-W) @ | EB - LTR | 1.05 | 78.5 | E * | 1.35 | 206.1 | F * | 0.58 | 44.9 | D | 0.92 | 83.5 | F * |
| Boerum Place (N-S) | WB - LT | 0.49 | 41.9 | D | 0.89 | 70.4 | E * | 0.40 | 38.7 | D | 1.41 | 242.2 | F * |
| | WB - R | 0.75 | 57.8 | E * | 0.90 | 76.3 | E * | 1.04 | 99.8 | F * | 1.36 | 224.9 | F * |
| | NB - L | 0.32 | 33.9 | C | 0.38 | 38.0 | D | 0.24 | 27.6 | C | 0.30 | 30.1 | C |
| | NB - TR | 0.61 | 30.8 | C | 0.67 | 32.2 | C | 0.71 | 33.2 | C | 0.88 | 40.6 | D |
| | SB - L | 0.32 | 9.6 | A | 0.46 | 12.6 | B | 0.54 | 16.8 | B | 1.01 | 87.9 | F * |
| | SB - TR | 0.65 | 18.3 | B | 0.69 | 19.3 | B | 0.39 | 14.4 | B | 0.47 | 15.5 | B |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.45 | 37.1 | D | 0.55 | 40.0 | D | 0.56 | 39.9 | D | 0.75 | 48.8 | D |
| Boerum Place (N-S) | NB - L | 0.55 | 36.1 | D | 0.71 | 60.9 | E * | 0.21 | 12.5 | B | 0.34 | 17.4 | B |
| | NB - T | 0.35 | 12.1 | B | 0.38 | 12.4 | B | 0.40 | 12.6 | B | 0.48 | 13.6 | B |
| | SB - TR | 0.69 | 16.9 | B | 0.75 | 18.5 | B | 0.41 | 12.7 | B | 0.55 | 14.7 | B |
| 26. State Street (EB) @ | EB - LTR | 0.42 | 35.9 | D | 0.43 | 36.2 | D | 0.36 | 34.8 | C | 0.38 | 35.3 | D |
| Boerum Place (N-S) | NB - TR | 0.35 | 12.1 | B | 0.38 | 12.4 | B | 0.38 | 12.4 | B | 0.45 | 13.3 | B |
| | | - | - | - | - | - | - | - | - | - | - | - | - |
| | | - | - | - | - | - | - | - | - | - | - | - | - |
| | SB - LT | 0.91 | 26.0 | C * | 1.10 | 73.2 | E * | 0.50 | 14.0 | B | 0.81 | 22.1 | C |
| 27. Atlantic Avenue (E-W) @ | EB - LT | 0.71 | 29.1 | C | 0.88 | 37.8 | D | 0.73 | 32.0 | C | 1.17 | 123.0 | F * |
| Hicks Street (NB) | WB - TR | 0.57 | 25.2 | C | 0.64 | 26.7 | C | 0.61 | 26.2 | C | 0.76 | 30.4 | C |
| | NB - L | 0.51 | 30.2 | C | 0.53 | 30.7 | C | 0.62 | 32.2 | C | 0.65 | 33.0 | C |
| | NB - LT | 0.39 | 27.3 | C | 0.40 | 27.6 | C | 0.61 | 31.4 | C | 0.63 | 31.9 | C |
| | NB - R | 0.41 | 28.4 | C | 0.43 | 28.7 | C | 0.45 | 28.4 | C | 0.47 | 28.7 | C |
| 28. Atlantic Avenue (E-W) @ | EB - TR | 0.50 | 18.3 | B | 0.59 | 19.8 | B | 0.48 | 16.8 | B | 0.70 | 21.2 | C |
| Henry Street (SB) | WB - LT | 0.63 | 21.4 | C | 0.74 | 25.1 | C | 0.67 | 21.3 | C | 0.96 | 42.6 | D * |
| | SB - LTR | 0.72 | 37.8 | D | 0.74 | 39.2 | D | 0.69 | 38.5 | D | 0.72 | 39.8 | D |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 0.73 | 33.1 | C | 0.88 | 42.6 | D | 0.76 | 26.0 | C | 1.13 | 97.9 | F * |
| Clinton Street (NB) | WB - TR | 0.56 | 27.2 | C | 0.63 | 28.7 | C | 0.52 | 18.8 | B | 0.66 | 21.6 | C |
| | NB - LTR | 0.79 | 37.0 | D | 0.82 | 39.2 | D | 1.05 | 69.6 | E * | 1.09 | 88.0 | F * |
| 30. Atlantic Avenue (E-W) @ | EB - L | 0.44 | 18.1 | B | 0.55 | 19.8 | B | 0.82 | 24.1 | C | 1.23 | 137.6 | F * |
| Boerum Place (SB) | EB - TR | 1.05 | 78.2 | E * | 1.22 | 145.2 | F * | 1.05 | 73.6 | E * | 1.52 | 274.4 | F * |
| | WB - LT | 0.80 | 45.1 | D | 1.01 | 74.8 | E * | 0.95 | 56.1 | E * | 1.33 | 198.2 | F * |
| | WB - R | 0.81 | 16.9 | B | 0.87 | 21.1 | C | 1.05 | 54.8 | D * | 1.19 | 109.7 | F * |
| | SB - L | 0.91 | 39.0 | D * | 0.96 | 43.8 | D * | 0.55 | 30.0 | C | 0.69 | 33.3 | C |
| | SB - T | 0.60 | 30.3 | C | 0.63 | 30.9 | C | 0.36 | 27.3 | C | 0.38 | 27.6 | C |
| | SB - R | 0.52 | 29.3 | C | 0.64 | 32.2 | C | 0.37 | 28.5 | C | 0.68 | 39.1 | D |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 0.73 | 16.1 | B | 0.91 | 21.4 | C * | 1.05 | 61.8 | E * | 1.73 | 357.5 | F * |
| Smith Street (NB) | WB - TR | 0.59 | 14.5 | B | 0.66 | 16.0 | B | 0.79 | 21.9 | C | 0.95 | 32.8 | C * |
| | NB - L | 0.74 | 46.3 | D | 0.79 | 48.9 | D | 0.72 | 41.6 | D | 0.85 | 50.0 | D |
| | NB - TR | 0.83 | 51.5 | D | 0.93 | 62.9 | E * | 0.85 | 48.9 | D | 1.04 | 83.3 | F * |
| 32. Atlantic Avenue (E-W) @ | EB - T | 0.80 | 22.1 | C | 0.87 | 25.0 | C | 0.59 | 16.1 | B | 0.80 | 19.9 | B |
| Hoyt Street (SB) | EB - R | 0.36 | 14.3 | B | 0.38 | 14.5 | B | 0.23 | 12.1 | B | 0.24 | 12.2 | B |
| | WB - T | 0.57 | 16.7 | B | 0.63 | 18.0 | B | 0.73 | 19.6 | B | 0.86 | 23.8 | C |
| | SB - LTR | 0.60 | 38.0 | D | 0.72 | 42.6 | D | 0.53 | 36.1 | D | 0.80 | 48.6 | D |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.90 | 26.9 | C * | 0.99 | 38.6 | D * | 0.65 | 18.5 | B | 0.92 | 30.7 | C * |
| Bond Street (NB) | WB - TR | 0.60 | 16.1 | B | 0.67 | 17.3 | B | 0.84 | 20.9 | C | 0.99 | 29.3 | C * |
| | NB - L | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - TR | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - LTR | 0.65 | 40.1 | D | 0.70 | 42.3 | D | 0.73 | 41.4 | D | 0.79 | 44.3 | D |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.64 | 15.6 | B | 0.71 | 17.0 | B | 0.58 | 15.1 | B | 0.82 | 21.6 | C |
| Nevins Street (SB) | EB - R | 0.57 | 15.5 | B | 0.60 | 16.0 | B | 0.23 | 11.4 | B | 0.25 | 11.6 | B |
| | WB - LT | 1.03 | 56.4 | E * | 1.20 | 121.4 | F * | 1.05 | 60.0 | E * | 1.46 | 232.8 | F * |
| | SB - L | - | - | - | 0.41 | 33.1 | C | - | - | - | 0.36 | 32.6 | C |
| | SB - TR | - | - | - | 0.79 | 39.4 | D | - | - | - | 0.90 | 43.4 | D * |
| | SB - LTR | 1.05 | 70.3 | E * | - | - | - | 1.05 | 69.3 | E * | - | - | - |
| 35. Atlantic Avenue (E-W) @ | EB - T | 0.81 | 29.2 | C | 0.88 | 33.3 | C | 0.53 | 16.6 | B | 0.77 | 22.0 | C |
| 3rd Avenue (NB) | EB - R | 0.58 | 26.7 | C | 0.73 | 33.7 | C | 0.42 | 16.7 | B | 0.59 | 21.5 | C |
| | WB - T | 0.60 | 23.5 | C | 0.66 | 24.9 | C | 0.67 | 19.3 | B | 0.78 | 22.4 | C |
| | WB - R | 0.43 | 22.2 | C | 0.52 | 24.5 | C | 0.53 | 18.3 | B | 0.62 | 20.8 | C |
| | NB - LTR | 0.49 | 30.9 | C | 0.56 | 32.3 | C | 0.78 | 43.9 | D | 0.90 | 51.2 | D * |
| 36. Atlantic Avenue (E-W) @ | EB - T | 0.93 | 47.5 | D * | 1.01 | 62.6 | E * | 0.76 | 36.1 | D | 1.08 | 87.1 | F * |
| 4th Avenue(N-S) | EB - R | 0.77 | 50.2 | D | 0.88 | 61.4 | E * | 0.66 | 45.3 | D | 0.85 | 62.4 | E * |
| | WB - T | 0.49 | 31.4 | C | 0.53 | 32.2 | C | 0.56 | 29.8 | C | 0.65 | 31.3 | C |
| | NB - L | 0.59 | 44.9 | D | 0.70 | 47.4 | D | 0.68 | 45.7 | D | 0.82 | 50.3 | D |
| | NB - R | 0.99 | 83.2 | F * | 1.06 | 102.7 | F * | 0.77 | 53.5 | D | 0.85 | 59.8 | E * |
| | SB - LT | 0.68 | 38.8 | D | 0.82 | 44.3 | D | 0.61 | 41.6 | D | 0.97 | 66.6 | E * |
| | SB - R | 0.15 | 30.1 | C | 0.16 | 30.4 | C | 0.33 | 38.2 | D | 0.39 | 39.8 | D |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | SATURDAY MD PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 37. Atlantic Avenue (E-W) @ | EB - L | 0.29 | 13.2 | B | 0.36 | 16.2 | B | 0.38 | 19.2 | B | 0.78 | 52.3 | D |
| Fort Greene Place (SB) | EB - T | 0.43 | 14.3 | B | 0.47 | 14.8 | B | 0.37 | 15.2 | B | 0.51 | 17.1 | B |
| | WB - TR | 0.68 | 27.4 | C | 0.80 | 31.1 | C | 0.89 | 37.7 | D | 1.14 | 103.2 | F * |
| | SB - L | 0.30 | 31.1 | C | 0.32 | 31.3 | C | 0.29 | 28.9 | C | 0.31 | 29.1 | C |
| | SB - R | 0.39 | 35.3 | D | 0.43 | 36.8 | D | 0.37 | 32.0 | C | 0.41 | 33.4 | C |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.69 | 26.0 | C | 0.79 | 29.2 | C | 0.52 | 22.4 | C | 0.75 | 28.0 | C |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.48 | 16.5 | B | 0.55 | 20.4 | C | 0.40 | 12.6 | B | 0.56 | 19.9 | B |
| | WB - TR | 0.50 | 13.9 | B | 0.59 | 15.4 | B | 0.53 | 14.3 | B | 0.69 | 17.3 | B |
| | NB - L | 0.29 | 35.5 | D | 0.35 | 37.9 | D | 0.39 | 37.2 | D | 0.58 | 46.4 | D |
| | NB - TR | 0.52 | 38.4 | D | 0.55 | 39.1 | D | 0.60 | 41.0 | D | 0.64 | 42.2 | D |
| | SB - L | 0.93 | 68.5 | E * | 1.00 | 85.6 | F * | 0.65 | 47.9 | D | 0.71 | 52.4 | D |
| | SB - TR | 0.68 | 41.4 | D | 0.75 | 44.7 | D | 0.55 | 39.1 | D | 0.70 | 46.0 | D |
| 39. Atlantic Avenue (E-W) @ | EB - T | 0.60 | 15.2 | B | 0.61 | 15.3 | B | 0.49 | 17.8 | B | 0.59 | 19.5 | B |
| Cumberland Street (SB) | WB - T | 0.59 | 15.3 | B | 0.69 | 17.2 | B | 0.66 | 21.0 | C | 0.88 | 28.6 | C |
| | SB - LR | 0.36 | 34.4 | C | 0.37 | 34.6 | C | 0.33 | 28.4 | C | 0.35 | 28.7 | C |
| 40. Atlantic Avenue (E-W) @ | EB - L | 0.56 | 24.7 | C | 0.77 | 48.1 | D | 0.49 | 27.2 | C | 1.24 | 203.5 | F * |
| Carlton Avenue (NB) | EB - TR | 0.55 | 14.5 | B | 0.56 | 14.7 | B | 0.47 | 17.0 | B | 0.56 | 18.4 | B |
| | WB - L | 0.32 | 15.8 | B | 0.11 | 11.1 | B | 0.24 | 16.4 | B | 0.34 | 20.0 | B |
| | WB - TR | 0.53 | 14.3 | B | 0.62 | 15.7 | B | 0.57 | 18.5 | B | 0.75 | 22.5 | C |
| | NB - LTR | 0.48 | 36.8 | D | 0.85 | 55.4 | E * | 0.56 | 34.0 | C | 0.75 | 41.5 | D |
| 41. Atlantic Avenue (E-W) @ | EB - L | 0.57 | 29.6 | C | 0.82 | 66.0 | E * | 0.53 | 25.5 | C | 1.06 | 138.0 | F * |
| Clermont Avenue (SB) | EB - T | 0.48 | 13.6 | B | 0.52 | 14.1 | B | 0.41 | 12.8 | B | 0.51 | 14.0 | B |
| | WB - TR | 0.62 | 15.2 | B | 0.71 | 16.9 | B | 0.56 | 14.4 | B | 0.74 | 17.7 | B |
| | SB - LR | 0.68 | 42.3 | D | 0.72 | 43.8 | D | 0.54 | 38.4 | D | 0.58 | 39.5 | D |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.71 | 30.5 | C | 0.77 | 32.3 | C | 0.64 | 30.1 | C | 0.77 | 33.6 | C |
| Vanderbilt Avenue (N-S) | EB - R | 0.41 | 26.5 | C | 0.44 | 27.2 | C | 0.34 | 26.3 | C | 0.52 | 31.1 | C |
| | WB - L | 0.76 | 33.3 | C | 1.02 | 86.3 | F * | 0.51 | 20.3 | C | 0.79 | 40.9 | D |
| | WB - TR | 0.84 | 28.0 | C | 0.98 | 42.0 | D * | 0.82 | 28.0 | C | 1.17 | 109.4 | F * |
| | NB - L | 0.70 | 39.3 | D | 0.75 | 44.0 | D | 0.65 | 33.7 | C | 0.72 | 38.8 | D |
| | NB - T | 0.58 | 33.2 | C | 0.62 | 34.4 | C | 0.64 | 33.7 | C | 0.69 | 35.7 | D |
| | NB - R | 0.19 | 25.6 | C | 0.24 | 26.4 | C | 0.31 | 26.4 | C | 0.38 | 27.9 | C |
| | SB - TR | 0.89 | 46.7 | D | 0.94 | 50.4 | D * | 0.72 | 40.9 | D | 0.80 | 43.7 | D |
| 43. Atlantic Avenue (E-W) @ | EB - T | 0.59 | 15.1 | B | 0.65 | 16.1 | B | 0.59 | 19.5 | B | 0.71 | 22.1 | C |
| Clinton Avenue (SB) | WB - TR | 0.64 | 16.0 | B | 0.75 | 18.5 | B | 0.65 | 20.4 | C | 0.89 | 28.4 | C |
| | SB - LR | 0.68 | 42.5 | D | 0.70 | 43.4 | D | 0.49 | 31.8 | C | 0.51 | 32.3 | C |
| 44. Atlantic Avenue (WB) @ | SB - R | 0.08 | 12.9 | B | 0.09 | 13.5 | B | 0.04 | 11.7 | B | 0.05 | 12.7 | B |
| Waverly Avenue (SB) | | | | | | | | | | | | | |
| (Unsignalized) | | | | | | | | | | | | | |
| 45. Atlantic Avenue (E-W) @ | EB - TR | 0.86 | 30.6 | C | 0.94 | 36.6 | D * | 0.69 | 24.4 | C | 0.81 | 28.3 | C |
| Washington Ave-Underhill Ave (N-S) | WB - L | 0.39 | 19.2 | B | 0.42 | 24.0 | C | 0.29 | 12.2 | B | 0.37 | 16.9 | B |
| | WB - TR | 0.49 | 12.3 | B | 0.59 | 13.7 | B | 0.47 | 12.0 | B | 0.67 | 15.3 | B |
| | NB - L | 1.05 | 113.2 | F * | 1.33 | 219.6 | F * | 1.05 | 111.5 | F * | 1.81 | 427.1 | F * |
| | NB - T | 0.48 | 37.9 | D | 0.53 | 39.0 | D | 0.63 | 41.3 | D | 0.78 | 46.9 | D |
| | NB - R (Unsignalized) | 0.13 | 11.3 | B | 0.12 | 10.5 | B | 0.05 | 10.5 | B | 0.06 | 10.8 | B |
| | SB - L | 0.47 | 40.7 | D | 0.78 | 58.2 | E * | 0.38 | 38.3 | D | 1.25 | 184.6 | F * |
| | SB - TR | 0.79 | 49.4 | D | 0.85 | 54.1 | D | 0.84 | 51.8 | D | 1.00 | 76.0 | E * |
| 46. Atlantic Avenue (E-W) @ | EB - TR | 0.56 | 14.6 | B | 0.63 | 15.8 | B | 0.51 | 14.0 | B | 0.63 | 16.0 | B |
| Grand Avenue (SB) | WB - L | 0.24 | 14.5 | B | 0.31 | 18.2 | B | 0.47 | 21.4 | C | 0.75 | 51.3 | D |
| | WB - T | 0.49 | 13.7 | B | 0.58 | 15.1 | B | 0.49 | 13.6 | B | 0.69 | 17.3 | B |
| | SB - LTR | 1.01 | 55.5 | E * | 1.04 | 66.1 | E * | 0.80 | 45.1 | D | 0.83 | 47.2 | D |
| 47. Pacific Street (E-W) @ | NB - L | 0.24 | 35.7 | D | 0.30 | 37.9 | D | 0.72 | 59.7 | E * | 0.84 | 76.9 | E * |
| 4th Avenue (N-S) | NB - TR | 0.79 | 44.7 | D | 1.00 | 70.6 | E * | 0.77 | 43.1 | D | 1.12 | 108.4 | F * |
| | SB - L | 0.17 | 12.9 | B | 0.19 | 13.8 | B | 0.09 | 14.7 | B | 0.38 | 20.2 | C |
| | SB - TR | 0.39 | 16.5 | B | 0.54 | 18.7 | B | 0.39 | 19.2 | B | 0.53 | 21.6 | C |
| 48. Pacific Street (WB) @ | WB - LR | 0.41 | 19.1 | B | 0.45 | 20.1 | C | 0.22 | 16.1 | B | 0.31 | 17.6 | B |
| 6th Avenue (N-S) | NB - T | 0.29 | 9.1 | A | 0.35 | 9.7 | A | 0.39 | 10.1 | B | 0.54 | 12.2 | B |
| | SB - T | 0.49 | 10.8 | B | 0.74 | 16.1 | B | 0.39 | 10.0 | B | 0.64 | 14.3 | B |
| 49. Pacific Street (WB) @ | EB-L | - | - | - | 0.31 | 17.6 | B | - | - | - | 0.16 | 15.6 | B |
| Carlton Avenue (N-S) | WB - TR | 0.06 | 14.5 | B | - | - | - | - | - | - | - | - | - |
| | NB - LT | - | - | - | 0.39 | 10.4 | B | 0.41 | 10.6 | B | 0.44 | 11.0 | B |
| | NB - LTR | 0.48 | 11.7 | B | - | - | - | - | - | - | - | - | - |
| | SB - LR | 0.16 | 8.1 | A | - | - | - | - | - | - | - | - | - |
| | SB - R | - | - | - | 0.10 | 7.6 | A | 0.06 | 7.4 | A | 0.06 | 7.4 | A |
| 50. Pacific Street (WB) @ | WB - LR | 0.66 | 36.4 | D | 0.68 | 37.3 | D | 0.49 | 32.6 | C | 0.52 | 33.3 | C |
| Vanderbilt Avenue (N-S) | NB - TR | 0.28 | 8.1 | A | 0.31 | 8.3 | A | 0.33 | 8.4 | A | 0.36 | 8.7 | A |
| | SB - LT | 0.60 | 11.0 | B | 0.65 | 11.8 | B | 0.46 | 9.7 | A | 0.54 | 10.6 | B |
| 51. Dean Street (EB) @ | EB - LTR | 0.74 | 28.4 | C | 0.78 | 30.0 | C | 0.54 | 23.3 | C | 0.68 | 27.6 | C |
| 3rd Avenue Avenue (N-S) | NB - TR | 0.86 | 38.8 | D | 0.98 | 52.6 | D * | 0.93 | 41.5 | D * | 1.11 | 89.5 | F * |
| | SB - LT | 0.59 | 32.5 | C | 0.76 | 41.8 | D | 0.32 | 25.2 | C | 0.46 | 28.5 | C |
| 52. Dean Street (EB) @ | EB - LTR | 1.05 | 84.6 | F * | 1.10 | 102.0 | F * | 0.55 | 26.6 | C | 0.67 | 30.1 | C |
| 4th Avenue (N-S) | NB - TR | 0.41 | 16.7 | B | 0.48 | 17.8 | B | 0.55 | 24.5 | C | 0.81 | 31.8 | C |
| | SB - L | 0.10 | 14.2 | B | - | - | - | 0.19 | 22.0 | C | - | - | - |
| | SB - T | 0.29 | 15.3 | B | 0.50 | 18.5 | B | 0.27 | 20.4 | C | 0.57 | 25.5 | C |
| 53. Dean Street (EB) @ | EB - LTR | 1.05 | 95.9 | F * | 1.07 | 102.7 | F * | 1.05 | 111.7 | F * | 1.60 | 331.1 | F * |
| 5th Avenue (N-S) | NB - TR | 1.05 | 101.6 | F * | 1.16 | 136.4 | F * | 1.05 | 97.1 | F * | 1.40 | 235.0 | F * |
| | SB - L | 0.08 | 6.3 | A | 0.12 | 7.0 | A | 0.08 | 6.6 | A | 0.13 | 8.1 | A |
| | SB - T | 0.26 | 7.2 | A | 0.31 | 7.7 | A | 0.26 | 7.2 | A | 0.37 | 8.3 | A |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | SATURDAY MD PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 54. Dean Street (EB) @ | EB - L | 0.42 | 21.4 | C | 0.56 | 25.2 | C | 0.41 | 18.2 | B | 0.95 | 58.3 | E * |
| 6th Avenue (N-S) | EB - TR | 0.68 | 27.1 | C | 0.66 | 26.4 | C | 0.80 | 29.5 | C | 1.28 | 162.2 | F * |
| | NB - TR | 0.31 | 8.1 | A | 0.33 | 8.3 | A | 0.34 | 9.7 | A | 0.40 | 10.4 | B |
| | SB - LT | 0.64 | 13.2 | B | 0.70 | 14.6 | B | 0.54 | 12.4 | B | 0.65 | 14.8 | B |
| 55. Dean Street (EB) @ | EB - L | 0.34 | 17.1 | B | - | - | - | 0.41 | 17.4 | B | - | - | - |
| Carlton Avenue (NB) | EB - T | 0.65 | 22.7 | C | - | - | - | 0.61 | 20.8 | C | - | - | - |
| | EB-LT | - | - | - | 0.87 | 33.0 | C | - | - | - | 1.31 | 167.1 | F * |
| | NB - TR | 0.37 | 9.5 | A | 0.43 | 11.4 | B | 0.31 | 8.9 | A | 0.38 | 10.9 | B |
| 56. Dean Street (EB) @ | EB - L | 0.36 | 29.9 | C | 0.36 | 27.5 | C | 0.28 | 28.2 | C | 0.31 | 26.7 | C |
| Vanderbilt Avenue (N-S) | EB - TR | 0.88 | 55.6 | E * | 0.81 | 44.6 | D | 0.88 | 54.3 | D | 0.91 | 55.3 | E * |
| | NB - TR | 0.52 | 11.0 | B | 0.57 | 13.5 | B | 0.70 | 14.9 | B | 0.79 | 20.2 | C |
| | SB - L | 0.32 | 9.1 | A | 0.37 | 11.4 | B | 0.25 | 9.1 | A | 0.30 | 11.5 | B |
| | SB - T | 0.76 | 15.7 | B | 0.84 | 20.9 | C | 0.70 | 14.7 | B | 0.77 | 19.1 | B |
| 57. Dean Street (EB) @ | EB - LTR | 0.64 | 17.6 | B | 0.65 | 17.9 | B | 0.56 | 15.4 | B | 0.59 | 16.0 | B |
| Underhill Avenue (N-S) | NB - TR | 0.09 | 10.5 | B | 0.10 | 10.6 | B | 0.15 | 11.0 | B | 0.15 | 11.0 | B |
| | SB - LT | 0.38 | 13.5 | B | 0.40 | 13.7 | B | 0.33 | 13.0 | B | 0.37 | 13.4 | B |
| 58. Dean Street (EB) @ | EB - LTR | 0.70 | 24.0 | C | 0.72 | 24.7 | C | 0.81 | 30.7 | C | 0.88 | 38.2 | D |
| Washington Avenue (N-S) | NB - TR | 0.69 | 16.0 | B | 0.76 | 18.1 | B | 0.74 | 17.2 | B | 0.89 | 24.9 | C |
| | SB - LT | 0.87 | 20.0 | B | 0.93 | 25.3 | C * | 0.77 | 18.4 | B | 0.99 | 42.6 | D * |
| 59. Bergen Street (WB) @ | WB - LTR | 1.05 | 81.3 | F * | 1.26 | 162.1 | F * | 0.80 | 29.7 | C | 1.18 | 116.8 | F * |
| 4th Avenue (N-S) | NB - L | 0.40 | 21.0 | C | 0.55 | 28.6 | C | 0.45 | 31.1 | C | 0.77 | 60.2 | E * |
| | NB - T | 0.28 | 15.1 | B | 0.34 | 15.8 | B | 0.53 | 27.2 | C | 0.76 | 32.7 | C |
| | SB - TR | 0.38 | 16.3 | B | 0.62 | 20.9 | C | 0.34 | 24.4 | C | 0.69 | 32.1 | C |
| 60. Bergen Street (WB) @ | WB - L | 0.80 | 62.5 | E * | 0.89 | 75.8 | E * | 0.26 | 34.3 | C | 0.33 | 35.9 | D |
| 5th Avenue (N-S) | WB - TR | 1.00 | 82.2 | F * | 1.21 | 152.8 | F * | 1.05 | 96.0 | F * | 1.50 | 275.7 | F * |
| | NB - LT | 0.49 | 14.0 | B | 0.55 | 15.3 | B | 0.56 | 15.4 | B | 0.77 | 22.4 | C |
| | SB - TR | 0.42 | 12.9 | B | 0.49 | 14.0 | B | 0.47 | 13.8 | B | 0.64 | 18.0 | B |
| 61. Bergen Street (WB) @ | WB - TR | 1.05 | 68.6 | E * | 1.22 | 132.8 | F * | 0.88 | 28.7 | C | 1.15 | 97.9 | F * |
| Carlton Avenue (NB) | NB - LT | 0.30 | 8.9 | A | 0.32 | 9.1 | A | 0.21 | 8.1 | A | 0.24 | 8.4 | A |
| 62. Bergen Street (WB) @ | WB - L | 0.30 | 27.7 | C | 0.32 | 28.1 | C | 0.16 | 25.2 | C | 0.19 | 25.6 | C |
| Vanderbilt Avenue (N-S) | WB - TR | 0.54 | 32.6 | C | 0.68 | 37.6 | D | 0.84 | 44.0 | D | 1.18 | 128.6 | F * |
| | NB - L | 0.28 | 10.6 | B | 0.31 | 11.2 | B | 0.13 | 8.1 | A | 0.14 | 8.3 | A |
| | NB - T | 0.49 | 11.4 | B | 0.51 | 11.7 | B | 0.60 | 12.9 | B | 0.63 | 13.4 | B |
| | SB - TR | 1.05 | 54.9 | D * | 1.10 | 74.2 | E * | 1.05 | 56.9 | E * | 1.14 | 92.7 | F * |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.48 | 31.4 | C | 0.55 | 33.1 | C | 0.31 | 24.8 | C | 0.39 | 26.3 | C |
| 4th Avenue (N-S) | NB - TR | 0.43 | 17.0 | B | 0.50 | 18.1 | B | 0.53 | 21.3 | C | 0.73 | 25.8 | C |
| | SB - L | 0.31 | 18.6 | B | 0.48 | 25.2 | C | 0.24 | 20.5 | C | 0.62 | 49.4 | D |
| | SB - T | 0.36 | 16.1 | B | 0.61 | 20.3 | C | 0.34 | 18.5 | B | 0.70 | 25.6 | C |
| 64. Saint Marks Pl-Saint Marks Ave (EB) @ | EB - LTR | 0.60 | 26.5 | C | 0.68 | 29.1 | C | 0.44 | 22.8 | C | 0.54 | 24.8 | C |
| 5th Avenue (N-S) | NB - TR | 0.55 | 18.4 | B | 0.61 | 20.0 | B | 0.64 | 20.2 | C | 0.83 | 28.1 | C |
| | SB - LT | 0.55 | 18.2 | B | 0.60 | 19.4 | B | 0.46 | 16.7 | B | 0.59 | 19.4 | B |
| 65. Saint Marks Avenue (EB) @ | EB - LTR | 0.70 | 36.3 | D | 0.81 | 41.6 | D | 0.72 | 37.0 | D | 0.86 | 45.4 | D |
| Vanderbilt Avenue (N-S) | NB - TR | 0.49 | 11.1 | B | 0.52 | 11.5 | B | 0.68 | 14.6 | B | 0.72 | 15.8 | B |
| | SB - L | 0.14 | 7.2 | A | 0.15 | 7.3 | A | 0.15 | 7.2 | A | 0.16 | 7.3 | A |
| | SB - T | 0.95 | 21.3 | C * | 0.99 | 27.7 | C * | 0.78 | 13.4 | B | 0.84 | 14.6 | B |
| 66. Prospect Place (WB) @ | WB - LTR | 0.61 | 34.3 | C | 0.64 | 35.3 | D | 0.80 | 39.6 | D | 0.83 | 41.6 | D |
| Vanderbilt Avenue (N-S) | NB - L | 0.13 | 7.9 | A | 0.14 | 8.0 | A | 0.16 | 8.1 | A | 0.17 | 8.4 | A |
| | NB - T | 0.49 | 10.9 | B | 0.51 | 11.1 | B | 0.55 | 11.8 | B | 0.59 | 12.4 | B |
| | SB - TR | 1.05 | 49.5 | D * | 1.10 | 67.8 | E * | 1.05 | 55.3 | E * | 1.12 | 80.6 | F * |
| 67. Park Place (EB) @ | EB - LTR | 0.90 | 43.1 | D * | 0.94 | 47.6 | D * | 0.88 | 43.2 | D | 0.93 | 48.1 | D * |
| Vanderbilt Avenue (N-S) | NB - TR | 0.34 | 9.2 | A | 0.36 | 9.4 | A | 0.55 | 11.9 | B | 0.58 | 12.5 | B |
| | SB - L | 0.24 | 7.7 | A | 0.26 | 7.8 | A | 0.18 | 7.4 | A | 0.20 | 7.4 | A |
| | SB - T | 0.94 | 18.1 | B * | 0.98 | 22.3 | C * | 0.77 | 12.9 | B | 0.82 | 14.1 | B |
| 68. Union Street (E-W) @ | EB - LTR | 0.72 | 25.4 | C | 0.77 | 27.5 | C | 0.78 | 28.1 | C | 0.85 | 31.9 | C |
| 5th Avenue (N-S) | WB - LTR | 0.41 | 19.1 | B | 0.46 | 20.1 | C | 0.60 | 22.9 | C | 0.67 | 25.0 | C |
| | NB - LTR | 0.73 | 26.1 | C | 0.80 | 29.5 | C | 0.85 | 29.6 | C | 1.09 | 76.3 | E * |
| | SB - LTR | 0.71 | 25.2 | C | 0.77 | 27.8 | C | 0.91 | 32.1 | C * | 1.10 | 78.1 | E * |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.82 | 29.5 | C | 0.85 | 30.7 | C | 0.63 | 21.7 | C | 0.65 | 22.1 | C |
| Washington Avenue (N-S) | EB - R | 0.13 | 17.5 | B | 0.14 | 17.6 | B | 0.41 | 20.8 | C | 0.46 | 22.0 | C |
| | WB - L (ML) | 0.83 | 75.7 | E * | 0.97 | 115.4 | F * | 0.72 | 40.9 | D | 0.79 | 50.7 | D |
| | WB - T (ML) | 0.54 | 22.8 | C | 0.56 | 23.1 | C | 0.62 | 21.4 | C | 0.65 | 21.9 | C |
| | WB - TR (SR) | 0.35 | 20.7 | C | 0.36 | 20.9 | C | 0.36 | 19.1 | B | 0.37 | 19.3 | B |
| | NB - LTR | 1.05 | 74.2 | E * | 1.30 | 180.1 | F * | 1.05 | 62.3 | E * | 1.55 | 282.1 | F * |
| | SB - L | 0.60 | 23.6 | C | 0.65 | 24.7 | C | 0.57 | 19.7 | B | 0.63 | 23.2 | C |
| | SB - TR | 1.05 | 68.3 | E * | 1.13 | 98.7 | F * | 0.55 | 20.7 | C | 0.72 | 25.6 | C |
| 69. Eastern Parkway (E-W) @ | EB - T | | | | 0.95 | 31.4 | C * | | | | | | |
| Washington Avenue (N-S) | EB - R | | | | 0.17 | 16.0 | B | | | | | | |
| (90s Weekday Pregame Cycle) | WB - L (ML) | | | | 0.94 | 95.4 | F * | | | | | | |
| | WB - T (ML) | | | | 0.62 | 21.4 | C | | | | | | |
| | WB - TR (SR) | | | | 0.40 | 19.5 | B | | | | | | |
| | NB - LTR | | | | 1.27 | 157.3 | F * | | | | | | |
| | SB - L | | | | 0.59 | 16.9 | B | | | | | | |
| | SB - TR | | | | 1.13 | 90.7 | F * | | | | | | |
| 70. Bergen Street (WB) @ | WB - LTR | 0.77 | 18.1 | B | 0.89 | 21.9 | C | 0.77 | 24.8 | C | 1.00 | 50.0 | D * |
| 6th Avenue (N-S) | NB - LT | 0.67 | 18.9 | B | 0.78 | 24.3 | C | 0.44 | 11.2 | B | 0.55 | 13.3 | B |
| | SB - TR | 0.52 | 13.9 | B | 0.58 | 14.9 | B | 0.43 | 10.4 | B | 0.60 | 13.0 | B |
| 71. Union Street (E-W) @ | EB - LTR | 0.97 | 55.2 | E * | 1.02 | 66.5 | E * | 0.74 | 28.2 | C | 0.78 | 30.4 | C |
| 4th Avenue (N-S) | WB - LTR | 1.05 | 109.7 | F * | 1.16 | 145.0 | F * | 0.61 | 25.3 | C | 0.68 | 27.5 | C |
| | NB - TR | 0.28 | 10.5 | B | 0.34 | 11.1 | B | 0.78 | 32.8 | C | 1.05 | 65.9 | E * |
| | SB - L | 0.19 | 10.7 | B | 0.23 | 11.6 | B | 0.53 | 42.2 | D | 0.70 | 65.3 | E * |
| | SB - TR | 0.47 | 12.7 | B | 0.54 | 13.9 | B | 0.71 | 32.0 | C | 0.95 | 46.8 | D * |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-4**
**Future With Phase II Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | WEEKDAY MD PEAK HOUR | | | | | | | WEEKDAY PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 1.27 | 175.6 | F | 1.27 | 175.6 | F | | 0.95 | 61.2 | E | 0.95 | 61.2 | E | | 0.75 | 50.8 | D | 0.75 | 50.8 | D | |
| Flatbush Avenue Extension (N-S) | EB - T | 1.25 | 156.7 | F | 1.25 | 156.7 | F | | 1.20 | 134.0 | F | 1.20 | 134.0 | F | | 1.39 | 218.7 | F | 1.39 | 218.7 | F | |
| | EB - R | 1.29 | 175.0 | F | 1.29 | 175.0 | F | | 1.51 | 276.1 | F | 1.51 | 276.1 | F | | 1.05 | 76.5 | E | 1.05 | 76.5 | E | |
| | WB - L | 1.35 | 207.6 | F | 1.37 | 217.3 | F | * | 1.32 | 200.4 | F | 1.34 | 209.3 | F | * | 1.29 | 183.7 | F | 1.32 | 196.4 | F | * |
| | WB - TR | 1.10 | 89.6 | F | 1.10 | 89.6 | F | | 0.73 | 42.1 | D | 0.73 | 42.1 | D | | 1.14 | 109.4 | F | 1.14 | 109.4 | F | |
| | WB - R | 1.30 | 181.8 | F | 1.30 | 181.8 | F | | 1.05 | 95.7 | F | 1.05 | 95.7 | F | | 0.47 | 36.8 | D | 0.47 | 36.8 | D | |
| | NB - L | 0.84 | 29.7 | C | 0.83 | 29.5 | C | | 0.79 | 30.1 | C | 0.78 | 30.0 | C | | 0.75 | 26.6 | C | 0.74 | 26.3 | C | |
| | NB - T | 0.87 | 33.9 | C | 0.89 | 35.0 | C | | 0.42 | 23.6 | C | 0.43 | 23.8 | C | | 0.42 | 23.5 | C | 0.42 | 23.6 | C | |
| | NB - R (Unsignalized) | 0.74 | 24.6 | C | 0.77 | 26.8 | D | | 0.86 | 34.0 | D | 0.87 | 35.4 | E | | 0.87 | 35.0 | E | 0.88 | 36.8 | E | |
| | SB - T | 0.84 | 46.4 | D | 0.85 | 47.3 | D | | 0.79 | 43.8 | D | 0.80 | 44.3 | D | | 1.12 | 105.7 | F | 1.13 | 112.9 | F | * |
| | SB - R | 0.49 | 39.6 | D | 0.49 | 39.6 | D | | 0.86 | 64.3 | E | 0.86 | 64.3 | E | | 0.67 | 46.2 | D | 0.67 | 46.2 | D | |
| 2. Myrtle Avenue (E-W) @ | EB - DefL | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| Gold St-Flatbush Ave Extension (N-S) | EB - TR | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | EB - LTR | 0.53 | 28.3 | C | 0.53 | 28.3 | C | | 0.56 | 27.1 | C | 0.56 | 27.1 | C | | 0.74 | 35.0 | C | 0.74 | 35.0 | C | |
| | WB - L | 0.73 | 47.0 | D | 0.73 | 47.0 | D | | 0.57 | 36.1 | D | 0.57 | 36.1 | D | | 0.75 | 53.7 | D | 0.75 | 53.7 | D | |
| | WB - TR | 0.57 | 28.6 | C | 0.57 | 28.6 | C | | 0.38 | 23.7 | C | 0.38 | 23.7 | C | | 0.49 | 27.3 | C | 0.49 | 27.3 | C | |
| | NB - TR | 1.18 | 111.2 | F | 1.20 | 122.9 | F | * | 1.03 | 58.5 | E | 1.04 | 62.5 | E | * | 1.00 | 48.2 | D | 1.01 | 50.7 | D | |
| | SB - TR | 0.88 | 31.2 | C | 0.89 | 32.0 | C | | 0.90 | 34.7 | C | 0.92 | 35.7 | D | | 0.98 | 42.5 | D | 1.00 | 46.5 | D | |
| 3. Willoughby Street (E-W) @ | EB - L | 1.01 | 101.8 | F | 1.01 | 101.8 | F | | 1.04 | 110.6 | F | 1.04 | 110.6 | F | | 1.57 | 312.8 | F | 1.57 | 312.8 | F | |
| Flatbush Avenue Extension (N-S) | EB - R | 0.28 | 24.5 | C | 0.28 | 24.4 | C | | 0.52 | 29.8 | C | 0.52 | 29.8 | C | | 0.72 | 37.5 | D | 0.72 | 37.5 | D | |
| | WB - LTR | 0.91 | 52.2 | D | 0.91 | 52.2 | D | | 0.95 | 60.4 | E | 0.95 | 60.4 | E | | 0.90 | 50.5 | D | 0.90 | 50.5 | D | |
| | NB - T | 0.99 | 36.9 | D | 1.02 | 43.9 | D | | 0.71 | 24.8 | C | 0.72 | 25.1 | C | | 0.70 | 24.7 | C | 0.71 | 24.9 | C | |
| | SB - TR | 0.93 | 34.6 | C | 0.92 | 34.3 | C | | 0.99 | 43.7 | D | 1.00 | 46.7 | D | | 1.10 | 79.5 | E | 1.12 | 86.6 | F | * |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 1.24 | 149.9 | F | 1.26 | 158.0 | F | * | 0.90 | 48.3 | D | 0.90 | 49.0 | D | | 0.92 | 52.5 | D | 0.93 | 54.0 | D | |
| Flatbush Avenue Extension (N-S) | NB - T | 1.02 | 52.3 | D | 1.04 | 59.5 | E | * | 0.84 | 29.2 | C | 0.85 | 29.7 | C | | 0.87 | 30.7 | C | 0.88 | 31.1 | C | |
| | SB - TR | 0.85 | 29.7 | C | 0.86 | 30.4 | C | | 0.89 | 32.0 | C | 0.90 | 32.8 | C | | 1.13 | 92.7 | F | 1.14 | 100.1 | F | * |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.51 | 43.4 | D | 0.51 | 43.4 | D | | 0.57 | 44.4 | D | 0.57 | 44.4 | D | | 1.03 | 77.2 | E | 1.03 | 77.2 | E | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 1.13 | 119.2 | F | 1.13 | 119.2 | F | | 0.77 | 59.3 | E | 0.77 | 59.3 | E | | 1.07 | 120.7 | F | 1.07 | 120.7 | F | |
| | WB - R | 0.68 | 29.1 | C | 0.68 | 29.1 | C | | 0.61 | 28.8 | C | 0.61 | 28.8 | C | | 0.46 | 21.8 | C | 0.46 | 21.8 | C | |
| | NB - T | 1.05 | 68.6 | E | 1.07 | 77.9 | E | * | 1.00 | 60.0 | E | 1.01 | 63.2 | E | | 1.05 | 76.8 | E | 1.06 | 80.4 | F | |
| | SB - L | 1.41 | 250.2 | F | 1.41 | 250.2 | F | | 1.46 | 269.7 | F | 1.46 | 269.7 | F | | 1.68 | 360.3 | F | 1.68 | 360.3 | F | |
| | SB - T | 0.63 | 17.3 | B | 0.64 | 17.5 | B | | 0.70 | 19.5 | B | 0.71 | 19.8 | B | | 0.85 | 22.1 | C | 0.86 | 22.6 | C | |
| 6. Livingston Street (EB) @ | EB - R | 0.54 | 36.1 | D | 0.54 | 36.1 | D | | 1.00 | 70.2 | E | 1.00 | 70.2 | E | | 0.94 | 62.0 | E | 0.94 | 62.0 | E | |
| Flatbush Avenue (N-S) | EB - R (Bus) | 0.13 | 24.3 | C | 0.13 | 24.3 | C | | 0.13 | 24.3 | C | 0.13 | 24.3 | C | | 0.19 | 25.5 | C | 0.19 | 25.5 | C | |
| | NB - L | 0.94 | 33.8 | C | 0.94 | 34.5 | C | | 0.66 | 18.4 | B | 0.66 | 18.7 | B | | 0.82 | 29.4 | C | 0.82 | 29.7 | C | |
| | NB - T | 0.89 | 29.2 | C | 0.91 | 30.3 | C | | 0.74 | 24.8 | C | 0.74 | 25.0 | C | | 0.67 | 23.4 | C | 0.68 | 23.5 | C | |
| | SB - TR | 0.73 | 25.5 | C | 0.74 | 25.9 | C | | 0.68 | 24.0 | C | 0.68 | 24.3 | C | | 0.80 | 27.3 | C | 0.82 | 27.9 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) @ | EB - L | 0.83 | 56.7 | E | 0.83 | 56.7 | E | | 0.86 | 63.2 | E | 0.86 | 63.2 | E | | 0.82 | 58.0 | E | 0.82 | 58.0 | E | |
| | EB - LT | 0.67 | 41.6 | D | 0.67 | 41.6 | D | | 0.61 | 41.5 | D | 0.61 | 41.5 | D | | 0.92 | 55.6 | E | 0.92 | 55.6 | E | |
| Flatbush Avenue Ext (N-S) | NB - TR | 1.18 | 111.5 | F | 1.20 | 121.1 | F | * | 1.19 | 119.5 | F | 1.20 | 124.4 | F | * | 1.17 | 114.1 | F | 1.18 | 117.4 | F | * |
| | SB - L | 0.78 | 62.2 | E | 0.78 | 62.3 | E | | 0.82 | 66.2 | E | 0.82 | 66.3 | E | | 0.83 | 58.1 | E | 0.83 | 57.9 | E | |
| | SB - T | 0.53 | 12.9 | B | 0.54 | 13.1 | B | | 0.55 | 12.2 | B | 0.56 | 12.3 | B | | 0.70 | 14.8 | B | 0.72 | 15.1 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 1.26 | 152.2 | F | 1.29 | 162.9 | F | * | 1.00 | 52.8 | D | 1.01 | 55.5 | E | | 1.05 | 64.6 | E | 1.06 | 67.3 | E | |
| Flatbush Avenue (N-S) | SB - T | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | SB-TR | 0.82 | 32.7 | C | 0.84 | 33.7 | C | | 0.93 | 39.2 | D | 0.95 | 41.4 | D | | 1.23 | 138.5 | F | 1.26 | 151.2 | F | * |
| | SB - R | 0.97 | 55.4 | E | 0.97 | 55.4 | E | | 1.06 | 79.2 | E | 1.06 | 79.2 | E | | 1.24 | 141.3 | F | 1.24 | 141.3 | F | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.51 | 24.4 | C | 0.53 | 24.7 | C | | 0.58 | 25.3 | C | 0.59 | 25.7 | C | | 0.73 | 27.3 | C | 0.77 | 28.0 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.61 | 39.6 | D | 0.61 | 39.6 | D | | 0.71 | 44.5 | D | 0.71 | 44.5 | D | | 0.81 | 39.4 | D | 0.81 | 39.4 | D | |
| | WB - TR | 0.77 | 40.1 | D | 0.84 | 43.0 | D | | 0.84 | 42.4 | D | 0.87 | 44.0 | D | | 0.81 | 41.6 | D | 0.84 | 43.0 | D | |
| | WB - R | 0.79 | 50.1 | D | 0.87 | 58.0 | E | * | 1.15 | 134.2 | F | 1.20 | 150.8 | F | * | 1.20 | 154.9 | F | 1.24 | 168.9 | F | * |
| | NB - LT | 1.21 | 128.7 | F | 1.21 | 130.4 | F | | 0.84 | 32.8 | C | 0.84 | 32.8 | C | | 1.00 | 52.8 | D | 1.01 | 54.9 | D | |
| | SB - LT | 0.63 | 25.4 | C | 0.65 | 25.8 | C | | 0.66 | 25.8 | C | 0.67 | 26.1 | C | | 0.95 | 33.9 | C | 0.97 | 36.3 | D | |
| 10. Pacific Street (EB) @ | EB - L | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| Flatbush Avenue (N-S) | EB - LR | 0.49 | 27.3 | C | 0.49 | 27.3 | C | | 0.56 | 30.9 | C | 0.56 | 30.9 | C | | 0.90 | 47.2 | D | 0.90 | 47.2 | D | |
| | NB - T | 0.83 | 29.1 | C | 0.83 | 29.1 | C | | 0.62 | 23.0 | C | 0.62 | 23.0 | C | | 0.65 | 23.7 | C | 0.65 | 23.7 | C | |
| | SB - T | 0.63 | 23.2 | C | 0.65 | 23.5 | C | | 0.65 | 23.7 | C | 0.66 | 23.9 | C | | 0.85 | 28.4 | C | 0.86 | 29.1 | C | |
| 11. 5th Avenue (EB) @ | EB - L | 0.45 | 27.4 | C | 0.45 | 27.4 | C | | 0.30 | 24.5 | C | 0.30 | 24.5 | C | | 0.33 | 25.0 | C | 0.33 | 25.0 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.66 | 23.5 | C | 0.66 | 23.5 | C | | 0.53 | 20.9 | C | 0.53 | 20.9 | C | | 0.56 | 21.1 | C | 0.56 | 21.1 | C | |
| | SB - TR | 0.65 | 23.8 | C | 0.67 | 24.3 | C | | 0.81 | 28.4 | C | 0.82 | 29.2 | C | | 1.08 | 75.3 | E | 1.12 | 89.1 | F | * |
| 12. Dean Street (EB) @ | EB - T | 0.52 | 27.0 | C | 0.63 | 28.9 | C | | 0.46 | 26.5 | C | 0.56 | 28.5 | C | | 0.78 | 33.8 | C | 0.97 | 49.5 | D | * |
| Flatbush Avenue (N-S) | EB - R | 0.31 | 24.0 | C | 0.31 | 24.0 | C | | 0.30 | 24.3 | C | 0.30 | 24.3 | C | | 0.34 | 24.6 | C | 0.34 | 24.6 | C | |
| | NB - TR | 0.83 | 29.3 | C | 0.83 | 29.3 | C | | 0.97 | 43.7 | D | 0.97 | 43.7 | D | | 1.10 | 82.2 | F | 1.10 | 82.2 | F | |
| | SB - T | 0.52 | 21.1 | C | 0.52 | 21.1 | C | | 0.59 | 22.1 | C | 0.59 | 22.1 | C | | 0.71 | 24.2 | C | 0.71 | 24.2 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.95 | 48.5 | D | 1.05 | 73.7 | E | * | 0.66 | 32.9 | C | 0.72 | 35.2 | D | | 0.89 | 44.5 | D | 0.95 | 52.2 | D | * |
| Flatbush Avenue (N-S) | WB - R | 0.14 | 19.8 | B | 0.14 | 19.8 | B | | 0.10 | 21.7 | C | 0.10 | 21.7 | C | | 0.16 | 22.4 | C | 0.16 | 22.4 | C | |
| | NB - T | 0.69 | 25.9 | C | 0.69 | 25.9 | C | | 0.82 | 28.4 | C | 0.82 | 28.4 | C | | 0.87 | 31.5 | C | 0.87 | 31.5 | C | |
| | SB - TR | 1.01 | 60.7 | E | 1.01 | 60.7 | E | | 0.96 | 44.2 | D | 0.96 | 44.2 | D | | 0.75 | 26.2 | C | 0.75 | 26.2 | C | |
| 14. 6th Avenue (E-W) @ | EB - LT | 0.38 | 25.7 | C | 0.39 | 26.0 | C | | 0.28 | 24.3 | C | 0.30 | 24.5 | C | | 0.59 | 31.3 | C | 0.61 | 32.1 | C | |
| Flatbush Avenue (N-S) | WB - LT | 0.34 | 25.2 | C | 0.37 | 25.7 | C | | 0.63 | 32.5 | C | 0.68 | 34.6 | C | | 0.57 | 30.2 | C | 0.60 | 31.0 | C | |
| | NB - TR | 0.94 | 34.2 | C | 0.95 | 34.8 | C | | 0.95 | 35.6 | D | 0.95 | 35.6 | D | | 0.91 | 33.2 | C | 0.91 | 33.2 | C | |
| | SB - TR | 0.95 | 35.6 | D | 0.95 | 35.6 | D | | 1.00 | 47.9 | D | 1.00 | 47.9 | D | | 0.81 | 27.7 | C | 0.81 | 27.7 | C | |
| 15. Saint Marks Avenue (E-W) @ | EB - LTR | 0.69 | 33.7 | C | 0.69 | 33.7 | C | | 0.57 | 30.1 | C | 0.57 | 30.1 | C | | 0.60 | 30.5 | C | 0.60 | 30.5 | C | |
| Flatbush Avenue (N-S) | NB - TR | 0.90 | 30.7 | C | 0.90 | 30.9 | C | | 1.05 | 57.7 | E | 1.05 | 57.7 | E | | 0.93 | 35.4 | D | 0.93 | 35.4 | D | |
| | SB - T | 0.72 | 24.9 | C | 0.72 | 25.0 | C | | 0.81 | 27.6 | C | 0.82 | 27.7 | C | | 0.72 | 25.0 | C | 0.73 | 25.0 | C | |
| 16. 7th Avenue (EB) @ | EB - L | 0.35 | 25.3 | C | 0.35 | 25.3 | C | | 0.47 | 34.2 | C | 0.47 | 34.2 | C | | 0.18 | 22.7 | C | 0.18 | 22.7 | C | |
| Flatbush Avenue (N-S) | NB - LT | 0.81 | 27.6 | C | 0.81 | 27.7 | C | | 0.77 | 22.0 | C | 0.77 | 22.0 | C | | 0.92 | 38.6 | D | 0.92 | 38.6 | D | |
| | SB - TR | 0.90 | 33.1 | C | 0.90 | 33.2 | C | | 0.83 | 23.9 | C | 0.84 | 24.0 | C | | 0.82 | 28.3 | C | 0.82 | 28.3 | C | |
| 17. Sterling Place (WB) @ | WB - LTR | 0.83 | 37.8 | D | 0.83 | 37.8 | D | | 0.35 | 25.5 | C | 0.35 | 25.5 | C | | 0.46 | 27.5 | C | 0.46 | 27.5 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.92 | 31.5 | C | 0.92 | 31.9 | C | | 0.88 | 32.1 | C | 0.89 | 32.7 | C | | 0.60 | 22.5 | C | 0.60 | 22.6 | C | |
| | SB - TR | 0.87 | 31.4 | C | 0.87 | 31.5 | C | | 0.94 | 36.3 | D | 0.94 | 36.8 | D | | 0.81 | 27.6 | C | 0.81 | 27.6 | C | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | WEEKDAY MD PEAK HOUR | | | | | | | WEEKDAY PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 18. Tillary Street (E-W) @ | EB - TR | 0.66 | 42.1 | D | 0.66 | 42.1 | D | | 0.65 | 42.3 | D | 0.65 | 42.4 | D | | 0.93 | 60.3 | E | 0.93 | 60.9 | E | |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.12 | 131.6 | F | 1.12 | 131.6 | F | | 1.20 | 155.9 | F | 1.20 | 155.9 | F | | 1.56 | 302.5 | F | 1.58 | 308.6 | F | * |
| | WB - T | 0.58 | 39.7 | D | 0.58 | 39.7 | D | | 0.63 | 40.5 | D | 0.63 | 40.5 | D | | 0.87 | 44.5 | D | 0.87 | 44.5 | D | |
| | WB - R | 1.12 | 106.7 | F | 1.12 | 106.7 | F | | 1.13 | 109.9 | F | 1.13 | 109.9 | F | | 1.27 | 168.1 | F | 1.27 | 168.1 | F | |
| | NB - T (ML) | 1.10 | 90.1 | F | 1.16 | 114.9 | F | * | 0.79 | 43.2 | D | 0.81 | 44.0 | D | | 1.07 | 79.7 | E | 1.10 | 91.0 | F | * |
| | NB - TR (SR) | 1.29 | 172.9 | F | 1.29 | 173.8 | F | | 1.38 | 213.4 | F | 1.38 | 212.8 | F | | 1.31 | 184.3 | F | 1.31 | 185.5 | F | |
| | SB - L (ML) | 0.63 | 38.9 | D | 0.63 | 38.8 | D | | 0.65 | 41.3 | D | 0.65 | 41.3 | D | | 0.66 | 41.1 | D | 0.66 | 41.1 | D | |
| | SB - T (ML) | 0.56 | 21.8 | C | 0.57 | 22.0 | C | | 0.49 | 20.4 | C | 0.50 | 20.6 | C | | 0.75 | 27.0 | C | 0.78 | 28.1 | C | |
| | SB - R (SR) | 0.02 | 14.7 | B | 0.02 | 14.7 | B | | 0.02 | 14.7 | B | 0.02 | 14.7 | B | | 0.14 | 16.0 | B | 0.14 | 16.0 | B | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.53 | 9.9 | A | 0.53 | 9.9 | A | | 0.71 | 16.9 | B | 0.71 | 16.9 | B | | 0.79 | 16.8 | B | 0.79 | 16.8 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.81 | 16.0 | B | 0.81 | 16.0 | B | | 0.52 | 12.2 | B | 0.52 | 12.2 | B | | 0.63 | 11.7 | B | 0.63 | 11.7 | B | |
| | NB - LTR | 1.31 | 175.6 | F | 1.38 | 208.4 | F | * | 1.14 | 114.7 | F | 1.18 | 131.1 | F | * | 1.51 | 264.5 | F | 1.54 | 280.3 | F | * |
| | SB - LTR | 1.34 | 197.6 | F | 1.40 | 225.4 | F | * | 0.99 | 73.5 | E | 1.02 | 81.6 | F | * | 1.48 | 251.5 | F | 1.55 | 282.6 | F | * |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 0.80 | 15.2 | B | 0.80 | 15.2 | B | | 0.93 | 26.0 | C | 0.93 | 26.0 | C | | 1.14 | 81.5 | F | 1.14 | 81.5 | F | |
| Vanderbilt Avenue (N-S) | NB - LT | 1.37 | 187.4 | F | 1.45 | 223.1 | F | * | 1.29 | 160.7 | F | 1.36 | 187.4 | F | * | 1.52 | 253.0 | F | 1.63 | 305.4 | F | * |
| | SB - TR | 0.68 | 25.5 | C | 0.70 | 26.4 | C | | 0.68 | 25.4 | C | 0.70 | 26.4 | C | | 1.14 | 89.0 | F | 1.19 | 109.2 | F | * |
| 21. Fulton Street (E-W) @ | EB - TR | 0.68 | 20.7 | C | 0.68 | 20.7 | C | | 0.99 | 47.6 | D | 0.99 | 47.6 | D | | 1.18 | 111.0 | F | 1.18 | 111.0 | F | |
| South Portland Avenue (N-S) | WB - LT | 1.24 | 128.8 | F | 1.24 | 128.8 | F | | 1.20 | 119.0 | F | 1.20 | 119.0 | F | | 1.41 | 208.1 | F | 1.41 | 208.1 | F | |
| | WB - T (AM Bus Ln) | 0.07 | 10.5 | B | 0.07 | 10.5 | B | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | NB - LR | 0.99 | 53.3 | D | 0.99 | 53.3 | D | | 0.30 | 23.5 | C | 0.30 | 23.5 | C | | 0.66 | 32.5 | C | 0.66 | 32.5 | C | |
| | SB - LTR | 0.18 | 20.7 | C | 0.18 | 20.7 | C | | 0.24 | 21.6 | C | 0.24 | 21.6 | C | | 0.24 | 21.5 | C | 0.24 | 21.5 | C | |
| 22. Fulton Street (E-W) @ | EB - LT | 0.67 | 19.9 | B | 0.67 | 19.9 | B | | 0.81 | 25.5 | C | 0.81 | 25.5 | C | | 1.18 | 110.1 | F | 1.18 | 110.1 | F | |
| Carlton Avenue (NB) | WB - TR | 1.02 | 41.9 | D | 1.02 | 41.9 | D | | 0.61 | 17.8 | B | 0.61 | 17.8 | B | | 0.66 | 19.1 | B | 0.66 | 19.1 | B | |
| | NB - LTR | 1.10 | 78.6 | E | 1.14 | 98.1 | F | * | 0.56 | 27.7 | C | 0.58 | 28.3 | C | | 0.67 | 31.0 | C | 0.70 | 32.2 | C | |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.76 | 23.3 | C | 0.76 | 23.3 | C | | 0.89 | 30.2 | C | 0.89 | 30.2 | C | | 1.37 | 187.9 | F | 1.37 | 187.9 | F | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.98 | 37.3 | D | 0.98 | 37.3 | D | | 0.63 | 18.9 | B | 0.63 | 18.9 | B | | 0.89 | 33.7 | C | 0.89 | 33.7 | C | |
| | NB - L | 1.25 | 145.8 | F | 1.33 | 181.9 | F | * | 0.71 | 38.0 | D | 0.74 | 41.0 | D | | 1.40 | 255.8 | F | 1.40 | 255.8 | F | |
| | NB - TR | 1.10 | 77.9 | E | 1.16 | 101.8 | F | * | 0.70 | 31.3 | C | 0.73 | 32.7 | C | | 0.72 | 31.3 | C | 0.75 | 32.8 | C | |
| | SB - L | 0.52 | 36.5 | D | 0.52 | 36.5 | D | | 0.08 | 20.0 | C | 0.09 | 20.1 | C | | 0.18 | 20.2 | C | 0.19 | 20.3 | C | |
| | SB - TR | 0.87 | 39.4 | D | 0.91 | 44.4 | D | | 0.58 | 28.1 | C | 0.63 | 29.5 | C | | 1.12 | 84.8 | F | 1.20 | 121.4 | F | * |
| 24. Livingston Street (E-W) @ | EB - LTR | 1.28 | 172.5 | F | 1.28 | 172.5 | F | | 1.51 | 274.6 | F | 1.51 | 274.6 | F | | 1.58 | 305.9 | F | 1.58 | 305.9 | F | |
| Boerum Place (N-S) | WB - LT | 0.88 | 61.6 | E | 0.88 | 61.6 | E | | 1.10 | 121.1 | F | 1.10 | 121.1 | F | | 1.47 | 268.3 | F | 1.47 | 268.3 | F | |
| | WB - R | 1.28 | 184.5 | F | 1.28 | 184.5 | F | | 1.17 | 151.6 | F | 1.17 | 151.6 | F | | 1.07 | 110.7 | F | 1.07 | 110.7 | F | |
| | NB - L | 0.59 | 41.9 | D | 0.59 | 42.6 | D | | 0.39 | 32.9 | C | 0.39 | 33.1 | C | | 0.54 | 52.4 | D | 0.58 | 57.2 | E | |
| | NB - TR | 0.93 | 45.1 | D | 0.97 | 49.8 | D | | 0.72 | 33.6 | C | 0.73 | 33.9 | C | | 0.75 | 34.5 | C | 0.77 | 35.0 | C | |
| | SB - L | 0.75 | 44.6 | D | 0.75 | 46.3 | D | | 0.72 | 27.5 | C | 0.73 | 28.4 | C | | 0.55 | 16.7 | B | 0.56 | 17.4 | B | |
| | SB - TR | 0.45 | 15.2 | B | 0.46 | 15.3 | B | | 0.40 | 14.6 | B | 0.41 | 14.7 | B | | 0.74 | 20.5 | C | 0.77 | 21.1 | C | |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.96 | 69.5 | E | 0.96 | 69.5 | E | | 1.14 | 112.4 | F | 1.14 | 112.4 | F | | 0.92 | 60.7 | E | 0.92 | 60.7 | E | |
| Boerum Place (N-S) | NB - L | 0.32 | 14.3 | B | 0.33 | 14.5 | B | | 0.15 | 11.4 | B | 0.15 | 11.5 | B | | 1.58 | 335.7 | F | 1.72 | 397.9 | F | * |
| | NB - T | 0.57 | 14.9 | B | 0.59 | 15.2 | B | | 0.36 | 12.2 | B | 0.36 | 12.2 | B | | 0.45 | 13.3 | B | 0.46 | 13.4 | B | |
| | SB - TR | 0.44 | 13.1 | B | 0.45 | 13.2 | B | | 0.42 | 12.9 | B | 0.43 | 13.0 | B | | 0.76 | 18.7 | B | 0.78 | 19.3 | B | |
| 26. State Street (EB) @ | EB - LTR | 0.52 | 37.8 | D | 0.52 | 37.8 | D | | 0.55 | 39.1 | D | 0.55 | 39.1 | D | | 0.56 | 39.6 | D | 0.56 | 39.6 | D | |
| Boerum Place (N-S) | NB - TR | 0.58 | 15.2 | B | 0.60 | 15.5 | B | | 0.39 | 12.6 | B | 0.40 | 12.6 | B | | 0.44 | 13.1 | B | 0.45 | 13.3 | B | |
| | SB-DefL | - | - | - | - | - | - | | 0.72 | 31.7 | C | 0.73 | 32.9 | C | | - | - | - | - | - | - | |
| | SB-T | - | - | - | - | - | - | | 0.61 | 16.1 | B | 0.62 | 16.4 | B | | - | - | - | - | - | - | |
| | SB - LT | 0.68 | 17.8 | B | 0.69 | 18.1 | B | | - | - | - | - | - | - | | 1.22 | 124.4 | F | 1.25 | 139.9 | F | * |
| 27. Atlantic Avenue (E-W) @ | EB - LT | 0.71 | 36.5 | D | 0.73 | 37.5 | D | | 0.94 | 41.4 | D | 0.96 | 45.4 | D | | 0.72 | 30.8 | C | 0.74 | 31.5 | C | |
| Hicks Street (NB) | WB - TR | 0.80 | 39.3 | D | 0.83 | 40.8 | D | | 0.90 | 29.1 | C | 0.91 | 29.8 | C | | 0.79 | 30.9 | C | 0.80 | 31.1 | C | |
| | NB - L | 0.70 | 28.8 | C | 0.70 | 28.8 | C | | 0.72 | 29.6 | C | 0.72 | 29.6 | C | | 0.47 | 29.3 | C | 0.47 | 29.3 | C | |
| | NB - LT | 0.66 | 27.1 | C | 0.66 | 27.1 | C | | 0.53 | 23.2 | C | 0.53 | 23.2 | C | | 0.41 | 27.7 | C | 0.41 | 27.7 | C | |
| | NB - R | 0.51 | 23.9 | C | 0.51 | 23.9 | C | | 0.62 | 26.8 | C | 0.62 | 26.8 | C | | 0.48 | 29.9 | C | 0.48 | 29.9 | C | |
| 28. Atlantic Avenue (E-W) @ | EB - TR | 0.63 | 20.0 | C | 0.64 | 20.3 | C | | 0.70 | 19.7 | B | 0.71 | 19.9 | B | | 0.54 | 19.1 | B | 0.55 | 19.3 | B | |
| Henry Street (SB) | WB - LT | 0.81 | 26.8 | C | 0.84 | 28.7 | C | | 1.21 | 122.6 | F | 1.23 | 132.0 | F | * | 0.93 | 35.7 | D | 0.94 | 37.8 | D | |
| | SB - LTR | 0.64 | 37.2 | D | 0.64 | 37.2 | D | | 0.68 | 27.8 | C | 0.68 | 27.8 | C | | 0.94 | 47.6 | D | 0.94 | 47.6 | D | |
| | | | | | | | A | | | | | | | | | | | | | | A | |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 1.11 | 98.7 | F | 1.14 | 111.9 | F | * | 1.19 | 120.1 | F | 1.21 | 130.5 | F | * | 1.06 | 83.4 | F | 1.09 | 91.7 | F | * |
| Clinton Street (NB) | WB - TR | 0.77 | 32.8 | C | 0.79 | 33.8 | C | | 0.98 | 36.2 | D | 0.99 | 38.6 | D | | 0.90 | 39.4 | D | 0.91 | 40.3 | D | |
| | NB - LTR | 1.00 | 52.8 | D | 1.00 | 52.8 | D | | 0.92 | 33.5 | C | 0.92 | 33.5 | C | | 0.90 | 42.8 | D | 0.90 | 42.8 | D | |
| 30. Atlantic Avenue (E-W) @ | EB - L | 1.01 | 45.4 | D | 1.03 | 51.9 | D | * | 0.71 | 23.3 | C | 0.71 | 23.2 | C | | 0.71 | 23.6 | C | 0.72 | 24.0 | C | |
| Boerum Place (SB) | EB - TR | 1.33 | 192.0 | F | 1.36 | 207.6 | F | * | 1.28 | 168.5 | F | 1.32 | 183.4 | F | * | 1.23 | 148.8 | F | 1.26 | 162.1 | F | * |
| | WB - LT | 1.12 | 102.5 | F | 1.18 | 129.8 | F | * | 1.37 | 206.3 | F | 1.42 | 228.7 | F | * | 1.17 | 129.2 | F | 1.21 | 148.0 | F | * |
| | WB - R | 1.11 | 70.6 | E | 1.17 | 94.9 | F | * | 0.91 | 23.8 | C | 0.93 | 26.4 | C | | 0.99 | 37.2 | D | 1.02 | 44.9 | D | |
| | SB - L | 0.62 | 32.1 | C | 0.63 | 32.5 | C | | 0.50 | 24.2 | C | 0.52 | 24.5 | C | | 0.78 | 33.5 | C | 0.82 | 34.7 | C | |
| | SB - T | 0.36 | 27.9 | C | 0.36 | 27.9 | C | | 0.36 | 22.9 | C | 0.36 | 22.9 | C | | 0.74 | 33.7 | C | 0.74 | 33.7 | C | |
| | SB - R | 0.61 | 36.8 | D | 0.61 | 36.8 | D | | 0.80 | 42.6 | D | 0.80 | 42.6 | D | | 1.04 | 75.3 | E | 1.04 | 75.3 | E | |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 1.58 | 290.6 | F | 1.65 | 322.7 | F | * | 1.26 | 144.3 | F | 1.30 | 165.5 | F | * | 0.77 | 17.6 | B | 0.81 | 18.6 | B | |
| Smith Street (NB) | WB - TR | 1.15 | 99.3 | F | 1.21 | 122.2 | F | * | 1.12 | 83.0 | F | 1.14 | 91.5 | F | * | 0.85 | 21.1 | C | 0.86 | 22.1 | C | |
| | NB - L | 0.76 | 39.9 | D | 0.76 | 39.9 | D | | 0.58 | 24.7 | C | 0.58 | 24.7 | C | | 0.72 | 42.4 | D | 0.72 | 42.4 | D | |
| | NB - TR | 1.08 | 94.2 | F | 1.08 | 94.2 | F | | 1.08 | 84.2 | F | 1.08 | 84.2 | F | | 1.19 | 137.8 | F | 1.19 | 137.8 | F | |
| 32. Atlantic Avenue (E-W) @ | EB - T | 0.62 | 18.1 | B | 0.64 | 18.4 | B | | 0.73 | 19.5 | B | 0.75 | 20.1 | C | | 0.84 | 24.3 | C | 0.88 | 26.3 | C | |
| Hoyt Street (SB) | EB - R | 0.18 | 13.0 | B | 0.18 | 13.0 | B | | 0.24 | 13.5 | B | 0.24 | 13.5 | B | | 0.42 | 15.5 | B | 0.42 | 15.5 | B | |
| | WB - T | 0.96 | 29.7 | C | 1.01 | 38.9 | D | | 0.91 | 28.4 | C | 0.93 | 30.5 | C | | 0.87 | 25.1 | C | 0.89 | 26.5 | C | |
| | SB - LTR | 0.82 | 48.8 | D | 0.82 | 48.8 | D | | 0.77 | 33.6 | C | 0.77 | 33.6 | C | | 0.92 | 56.3 | E | 0.92 | 56.3 | E | |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.73 | 22.4 | C | 0.75 | 23.1 | C | | 0.68 | 13.3 | B | 0.70 | 13.7 | B | | 0.96 | 32.9 | C | 0.99 | 40.2 | D | |
| Bond Street (NB) | WB - TR | 1.13 | 87.4 | F | 1.19 | 111.3 | F | * | 0.79 | 14.7 | B | 0.81 | 15.1 | B | | 0.87 | 21.7 | C | 0.89 | 22.4 | C | |
| | NB - L | 0.58 | 33.6 | C | 0.58 | 33.6 | C | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | NB - TR | 0.46 | 30.7 | C | 0.46 | 30.7 | C | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | NB - LTR | - | - | - | - | - | - | | 0.86 | 43.3 | D | 0.86 | 43.3 | D | | 0.83 | 46.6 | D | 0.83 | 46.6 | D | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.62 | 19.3 | B | 0.64 | 19.8 | B | | 0.63 | 12.5 | B | 0.65 | 12.8 | B | | 0.80 | 19.5 | B | 0.83 | 20.8 | C | |
| Nevins Street (SB) | EB - R | 0.28 | 14.8 | B | 0.28 | 14.8 | B | | 0.24 | 8.8 | A | 0.24 | 8.8 | A | | 0.43 | 13.5 | B | 0.43 | 13.5 | B | |
| | WB - LT | 1.29 | 160.2 | F | 1.36 | 193.5 | F | * | 1.08 | 65.8 | E | 1.12 | 79.6 | E | * | 1.26 | 147.3 | F | 1.32 | 173.1 | F | * |
| | SB - L | 0.25 | 27.4 | C | 0.25 | 27.4 | C | | 0.41 | 26.9 | C | 0.41 | 26.9 | C | | 0.48 | 35.9 | D | 0.48 | 35.9 | D | |
| | SB - TR | 0.90 | 42.2 | D | 0.90 | 42.2 | D | | 0.88 | 34.4 | C | 0.88 | 34.4 | C | | 1.11 | 110.1 | F | 1.11 | 110.1 | F | |
| | SB - LTR | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | | - | - | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | WEEKDAY MD PEAK HOUR | | | | | | WEEKDAY PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | No-Action | | | With-Action | | | No-Action | | | With-Action | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 35. Atlantic Avenue (E-W) @ | EB - T | 0.69 | 25.7 | C | 0.71 | 26.4 | C | 0.61 | 18.0 | B | 0.63 | 18.4 | B | 0.91 | 35.7 | D | 0.96 | 41.2 | D |
| 3rd Avenue (NB) | EB - R | 0.40 | 21.7 | C | 0.40 | 21.7 | C | 0.40 | 16.3 | B | 0.40 | 16.3 | B | 0.83 | 42.4 | D | 0.83 | 42.4 | D |
| | WB - T | 0.91 | 35.1 | D | 0.96 | 41.8 | D | 0.68 | 19.8 | B | 0.70 | 20.3 | C | 0.81 | 29.3 | C | 0.83 | 30.4 | C |
| | WB - R | 1.16 | 119.3 | F | 1.16 | 119.3 | F | 0.44 | 16.7 | B | 0.44 | 16.7 | B | 0.65 | 27.7 | C | 0.65 | 27.7 | C |
| | NB - LTR | 0.77 | 37.5 | D | 0.77 | 37.5 | D | 0.89 | 51.6 | D | 0.89 | 51.6 | D | 0.71 | 35.6 | D | 0.71 | 35.6 | D |
| 36. Atlantic Avenue (E-W) @ | EB - T | 0.65 | 28.9 | C | 0.67 | 29.6 | C | 0.85 | 41.3 | D | 0.88 | 43.4 | D | 1.18 | 127.4 | F | 1.25 | 155.0 | F * |
| 4th Avenue(N-S) | EB - R | 0.61 | 36.7 | D | 0.61 | 36.7 | D | 0.81 | 57.8 | E | 0.81 | 57.8 | E | 0.82 | 54.6 | D | 0.82 | 54.6 | D |
| | WB - T | 0.52 | 25.6 | C | 0.56 | 26.4 | C | 0.58 | 30.6 | C | 0.60 | 30.9 | C | 0.62 | 33.7 | C | 0.64 | 34.3 | C |
| | NB - L | 1.18 | 134.2 | F | 1.18 | 134.2 | F | 0.72 | 48.6 | D | 0.72 | 48.6 | D | 1.01 | 78.0 | E | 1.01 | 78.0 | E |
| | NB - R | 0.92 | 64.8 | E | 0.92 | 64.8 | E | 0.79 | 60.4 | E | 0.79 | 60.4 | E | 1.13 | 129.0 | F | 1.13 | 129.0 | F |
| | SB - LT | 0.96 | 70.5 | E | 0.96 | 70.5 | E | 0.89 | 55.6 | E | 0.89 | 55.6 | E | 0.97 | 60.2 | E | 0.97 | 60.2 | E |
| | SB - R | 0.46 | 46.6 | D | 0.46 | 46.6 | D | 0.27 | 37.0 | D | 0.27 | 37.0 | D | 0.14 | 30.0 | C | 0.14 | 30.0 | C |
| 37. Atlantic Avenue (E-W) @ | EB - L | 0.21 | 13.7 | B | 0.22 | 14.9 | B | 0.40 | 20.3 | C | 0.40 | 21.0 | C | 0.26 | 13.9 | B | 0.27 | 14.4 | B |
| Fort Greene Place (SB) | EB - T | 0.36 | 13.6 | B | 0.37 | 13.7 | B | 0.42 | 15.9 | B | 0.44 | 16.1 | B | 0.53 | 15.7 | B | 0.56 | 16.2 | B |
| | WB - TR | 0.77 | 30.1 | C | 0.84 | 32.7 | C | 0.93 | 41.7 | D | 0.96 | 45.7 | D | 0.76 | 29.9 | C | 0.79 | 30.9 | C |
| | SB - L | 0.20 | 29.4 | C | 0.20 | 29.4 | C | 0.28 | 28.7 | C | 0.28 | 28.7 | C | 0.57 | 36.8 | D | 0.57 | 36.8 | D |
| | SB - R | 0.30 | 32.1 | C | 0.30 | 32.1 | C | 0.33 | 30.9 | C | 0.33 | 30.9 | C | 0.34 | 33.3 | C | 0.34 | 33.3 | C |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.53 | 24.5 | C | 0.60 | 26.0 | C | 0.80 | 30.3 | C | 0.89 | 36.3 | D | 0.88 | 34.1 | C | 1.00 | 51.6 | D * |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.37 | 12.2 | B | 0.51 | 15.6 | B | 0.45 | 17.1 | B | 0.57 | 21.3 | C | 0.59 | 30.0 | C | 0.65 | 39.2 | D |
| | WB - TR | 0.65 | 17.0 | B | 0.70 | 18.1 | B | 0.73 | 20.4 | C | 0.75 | 21.0 | C | 0.55 | 14.7 | B | 0.57 | 15.0 | B |
| | NB - L | 0.38 | 35.4 | D | 0.44 | 37.6 | D | 0.26 | 19.9 | B | 0.30 | 20.8 | C | 0.52 | 45.5 | D | 0.53 | 46.1 | D |
| | NB - TR | 1.08 | 104.0 | F | 1.14 | 124.3 | F * | 0.35 | 20.4 | C | 0.38 | 21.2 | C | 0.57 | 39.9 | D | 0.62 | 42.1 | D |
| | SB - L | 1.25 | 215.2 | F | 1.32 | 246.8 | F * | 0.34 | 21.1 | C | 0.40 | 22.9 | C | 1.13 | 123.1 | F | 1.27 | 181.1 | F * |
| | SB - TR | 0.27 | 31.8 | C | 0.27 | 31.8 | C | 0.40 | 21.5 | C | 0.42 | 22.0 | C | 0.73 | 42.1 | D | 0.73 | 42.3 | D |
| 39. Atlantic Avenue (E-W) @ | EB - T | 0.47 | 13.5 | B | 0.49 | 13.7 | B | 0.60 | 17.1 | B | 0.61 | 17.3 | B | 0.64 | 15.8 | B | 0.67 | 16.3 | B |
| Cumberland Street (SB) | WB - T | 0.75 | 18.1 | B | 0.80 | 19.7 | B | 0.75 | 20.1 | C | 0.78 | 20.9 | C | 0.63 | 15.9 | B | 0.65 | 16.4 | B |
| | SB - LR | 0.36 | 34.4 | C | 0.36 | 34.4 | C | 0.19 | 18.9 | B | 0.19 | 18.9 | B | 0.42 | 35.6 | D | 0.42 | 35.6 | D |
| 40. Atlantic Avenue (E-W) @ | EB - L | 1.64 | 367.7 | F | 1.67 | 379.9 | F * | 0.41 | 23.6 | C | 0.43 | 24.5 | C | 0.64 | 33.8 | C | 0.65 | 35.0 | D |
| Carlton Avenue (NB) | EB - TR | 0.47 | 13.5 | B | 0.48 | 13.7 | B | 0.55 | 15.3 | B | 0.58 | 15.8 | B | 0.70 | 17.3 | B | 0.73 | 18.2 | B |
| | WB - L | 0.59 | 20.8 | C | 0.77 | 33.0 | C | 0.09 | 11.7 | B | 0.25 | 15.2 | B | 0.81 | 62.4 | E | 1.35 | 235.1 | F * |
| | WB - TR | 0.85 | 21.3 | C | 0.86 | 22.1 | C | 0.74 | 18.9 | B | 0.75 | 19.1 | B | 0.63 | 16.0 | B | 0.64 | 16.1 | B |
| | NB - LTR | 1.35 | 204.4 | F | 1.72 | 370.4 | F * | 0.57 | 26.8 | C | 0.79 | 37.2 | D | 0.92 | 65.5 | E | 1.19 | 147.4 | F * |
| 41. Atlantic Avenue (E-W) @ | EB - L | 1.48 | 303.2 | F | 1.48 | 303.2 | F | 0.80 | 62.5 | E | 0.84 | 73.6 | E * | 0.76 | 45.2 | D | 0.81 | 53.9 | D * |
| Clermont Avenue (SB) | EB - T | 0.43 | 13.0 | B | 0.45 | 13.3 | B | 0.51 | 13.7 | B | 0.53 | 13.9 | B | 0.68 | 16.7 | B | 0.70 | 17.2 | B |
| | WB - TR | 0.85 | 19.5 | B | 0.88 | 20.2 | C | 0.75 | 16.8 | B | 0.76 | 17.1 | B | 0.62 | 15.4 | B | 0.64 | 15.7 | B |
| | SB - LR | 0.90 | 52.5 | D | 0.90 | 52.5 | D | 0.50 | 26.8 | C | 0.50 | 26.8 | C | 1.09 | 87.2 | F | 1.09 | 87.2 | F |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.72 | 32.3 | C | 0.74 | 32.9 | C | 1.03 | 66.4 | E | 1.04 | 69.7 | E | 1.02 | 57.9 | E | 1.03 | 60.6 | E |
| Vanderbilt Avenue (N-S) | EB - R | 0.31 | 25.6 | C | 0.39 | 27.5 | C | 0.43 | 31.0 | C | 0.72 | 47.8 | D * | 0.73 | 36.0 | D | 1.04 | 83.6 | F * |
| | WB - L | 0.78 | 25.3 | C | 0.85 | 32.0 | C | 0.63 | 26.3 | C | 0.74 | 32.0 | C | 0.98 | 87.5 | F | 1.14 | 135.7 | F * |
| | WB - TR | 1.21 | 127.7 | F | 1.23 | 134.3 | F * | 1.25 | 146.7 | F | 1.27 | 151.9 | F * | 0.93 | 35.7 | D | 0.94 | 37.4 | D |
| | NB - L | 1.02 | 86.5 | F | 1.14 | 129.1 | F * | 0.38 | 13.3 | B | 0.47 | 15.3 | B | 0.93 | 76.6 | E | 1.00 | 94.5 | F * |
| | NB - T | 1.09 | 92.4 | F | 1.14 | 112.0 | F * | 0.53 | 18.6 | B | 0.56 | 19.1 | B | 0.64 | 35.3 | D | 0.67 | 36.5 | D |
| | NB - R | 0.46 | 28.8 | C | 0.54 | 30.8 | C | 0.14 | 13.1 | B | 0.17 | 13.5 | B | 0.35 | 28.3 | C | 0.39 | 29.2 | C |
| | SB - TR | 0.72 | 40.6 | D | 0.76 | 42.2 | D | 0.41 | 22.3 | C | 0.45 | 22.9 | C | 1.09 | 85.1 | F | 1.18 | 126.9 | F * |
| 43. Atlantic Avenue (E-W) @ | EB - T | 0.69 | 20.4 | C | 0.72 | 21.3 | C | 0.63 | 17.1 | B | 0.64 | 17.3 | B | 0.87 | 21.3 | C | 0.88 | 21.9 | C |
| Clinton Avenue (SB) | WB - TR | 1.06 | 55.3 | E | 1.07 | 61.7 | E * | 0.86 | 23.5 | C | 0.88 | 24.3 | C | 0.66 | 16.6 | B | 0.68 | 17.0 | B |
| | SB - LR | 0.51 | 33.8 | C | 0.51 | 33.8 | C | 0.33 | 21.0 | C | 0.33 | 21.0 | C | 1.09 | 84.2 | F | 1.09 | 84.2 | F |
| 44. Atlantic Avenue (WB) @ Waverly Avenue (SB) (Unsignalized) | SB - R | 0.06 | 11.4 | B | 0.06 | 11.4 | B | 0.04 | 10.3 | B | 0.04 | 10.3 | B | 0.09 | 12.6 | B | 0.09 | 12.8 | B |
| 45. Atlantic Avenue (E-W) @ | EB - TR | 0.85 | 32.6 | C | 0.89 | 34.8 | C | 0.91 | 33.5 | C | 0.93 | 35.5 | D | 1.18 | 111.7 | F | 1.19 | 118.5 | F * |
| Washington Ave-Underhill Ave (N-S) | WB - L | 0.79 | 37.5 | D | 0.81 | 42.4 | D | 0.37 | 15.0 | B | 0.37 | 15.2 | B | 0.59 | 40.4 | D | 0.59 | 40.7 | D |
| | WB - TR | 0.99 | 33.4 | C | 1.01 | 37.2 | D | 0.73 | 18.0 | B | 0.75 | 18.4 | B | 0.59 | 13.8 | B | 0.61 | 14.2 | B |
| | NB - L | 1.24 | 171.4 | F | 1.24 | 171.4 | F | 0.86 | 56.7 | E | 0.86 | 56.7 | E | 2.13 | 561.4 | F | 2.13 | 561.4 | F |
| | NB - T | 0.66 | 38.9 | D | 0.66 | 38.9 | D | 0.51 | 25.8 | C | 0.51 | 25.8 | C | 1.06 | 81.4 | F | 1.06 | 81.4 | F |
| | NB - R (Unsignalized) | 0.06 | 10.6 | B | 0.06 | 10.6 | B | 0.10 | 9.8 | A | 0.10 | 9.9 | A | 0.10 | 10.8 | B | 0.10 | 10.9 | B |
| | SB - L | 0.66 | 51.1 | D | 0.66 | 51.1 | D | 0.46 | 27.4 | C | 0.46 | 27.4 | C | 3.23 | 1056.0 | F | 3.23 | 1056.0 | F |
| | SB - TR | 0.70 | 42.8 | D | 0.70 | 42.8 | D | 0.62 | 28.8 | C | 0.62 | 28.8 | C | 1.06 | 78.6 | E | 1.06 | 78.6 | E |
| 46. Atlantic Avenue (E-W) @ | EB - TR | 0.58 | 15.1 | B | 0.60 | 15.6 | B | 0.63 | 15.5 | B | 0.65 | 15.7 | B | 0.91 | 24.4 | C | 0.93 | 25.4 | C |
| Grand Avenue (SB) | WB - L | 0.80 | 36.5 | D | 0.87 | 48.4 | D * | 0.47 | 23.4 | C | 0.49 | 25.0 | C | 0.93 | 109.7 | F | 0.93 | 109.7 | F |
| | WB - T | 0.97 | 29.5 | C | 0.98 | 32.0 | C | 0.67 | 16.2 | B | 0.69 | 16.5 | B | 0.65 | 16.4 | B | 0.67 | 16.8 | B |
| | SB - LTR | 1.00 | 60.1 | E | 1.00 | 60.1 | E | 0.63 | 29.5 | C | 0.63 | 29.5 | C | 1.08 | 81.1 | F | 1.08 | 81.1 | F |
| 47. Pacific Street (E-W) @ | NB - L | 1.10 | 118.7 | F | 1.10 | 118.7 | F | 0.67 | 57.6 | E | 0.67 | 57.6 | E | 0.79 | 76.6 | E | 0.79 | 76.6 | E |
| 4th Avenue (N-S) | NB - TR | 1.17 | 121.7 | F | 1.17 | 121.7 | F | 0.84 | 47.4 | D | 0.84 | 47.4 | D | 1.02 | 74.3 | E | 1.02 | 74.3 | E |
| | SB - L | 0.65 | 43.0 | D | 0.65 | 43.0 | D | 0.24 | 16.1 | B | 0.24 | 16.1 | B | 0.11 | 13.4 | B | 0.11 | 13.4 | B |
| | SB - TR | 0.60 | 33.9 | C | 0.60 | 33.9 | C | 0.56 | 22.2 | C | 0.56 | 22.2 | C | 0.68 | 21.6 | C | 0.68 | 21.6 | C |
| 48. Pacific Street (WB) @ | WB - LR | 0.60 | 23.2 | C | 0.66 | 25.4 | C | 0.21 | 16.2 | B | 0.24 | 16.7 | B | 0.33 | 17.9 | B | 0.36 | 18.3 | B |
| 6th Avenue (N-S) | NB - T | 0.61 | 13.3 | B | 0.66 | 14.5 | B | 0.39 | 10.3 | B | 0.46 | 11.3 | B | 0.41 | 10.3 | B | 0.48 | 11.3 | B |
| | SB - T | 0.56 | 13.4 | B | 0.73 | 19.8 | B | 0.46 | 11.0 | B | 0.49 | 11.5 | B | 0.80 | 18.4 | B | 0.85 | 21.5 | C |
| 49. Pacific Street (WB) @ | EB-L | 0.32 | 17.7 | B | 0.38 | 18.7 | B | 0.18 | 15.8 | B | 0.21 | 16.2 | B | 0.32 | 17.7 | B | 0.35 | 18.2 | B |
| Carlton Avenue (N-S) | WB - TR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | NB - LT | 0.83 | 19.8 | B | 0.92 | 28.0 | C | 0.38 | 10.3 | B | 0.43 | 11.0 | B | 0.40 | 10.5 | B | 0.44 | 11.1 | B |
| | NB - LTR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | SB - LR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | SB - R | 0.19 | 8.3 | A | 0.19 | 8.3 | A | 0.04 | 7.3 | A | 0.04 | 7.3 | A | 0.13 | 7.8 | A | 0.13 | 7.8 | A |
| 50. Pacific Street (WB) @ | WB - LR | 1.09 | 78.4 | E | 1.09 | 78.4 | E | 0.43 | 31.2 | C | 0.43 | 31.2 | C | 0.46 | 31.8 | C | 0.46 | 31.8 | C |
| Vanderbilt Avenue (N-S) | NB - TR | 0.60 | 10.5 | B | 0.65 | 11.1 | B | 0.33 | 8.5 | A | 0.35 | 8.7 | A | 0.38 | 8.9 | A | 0.40 | 9.1 | A |
| | SB - LT | 0.53 | 10.7 | B | 0.56 | 11.1 | B | 0.41 | 9.5 | A | 0.45 | 9.9 | A | 1.06 | 47.9 | D | 1.15 | 87.1 | F * |
| 51. Dean Street (EB) @ | EB - LTR | 0.41 | 17.7 | B | 0.42 | 17.8 | B | 0.50 | 20.9 | C | 0.52 | 21.2 | C | 0.62 | 25.3 | C | 0.63 | 25.8 | C |
| 3rd Avenue Avenue (N-S) | NB - TR | 0.65 | 34.1 | C | 0.65 | 34.2 | C | 0.87 | 33.0 | C | 0.88 | 33.5 | C | 1.18 | 116.9 | F | 1.19 | 122.0 | F * |
| | SB - LT | 0.46 | 32.4 | C | 0.46 | 32.4 | C | 0.36 | 18.4 | B | 0.36 | 18.4 | B | 0.80 | 43.8 | D | 0.80 | 44.2 | D |
| 52. Dean Street (EB) @ | EB - LTR | 0.33 | 15.5 | B | 0.34 | 15.7 | B | 0.47 | 25.0 | C | 0.49 | 25.4 | C | 0.76 | 39.4 | D | 0.79 | 41.0 | D |
| 4th Avenue (N-S) | NB - TR | 1.06 | 76.5 | E | 1.10 | 89.5 | F * | 0.63 | 26.3 | C | 0.65 | 26.8 | C | 0.56 | 19.0 | B | 0.58 | 19.5 | B |
| | SB - L | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | SB - T | 0.55 | 32.9 | C | 0.55 | 32.9 | C | 0.53 | 24.8 | C | 0.53 | 24.8 | C | 0.65 | 21.3 | C | 0.65 | 21.3 | C |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | WEEKDAY MD PEAK HOUR | | | | | | | WEEKDAY PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 53. Dean Street (EB) @ | EB - LTR | 1.09 | 121.7 | F | 1.21 | 166.9 | F | * | 1.12 | 135.5 | F | 1.24 | 182.7 | F | * | 1.09 | 121.0 | F | 1.26 | 184.6 | F | * |
| 5th Avenue (N-S) | NB - TR | 1.19 | 148.5 | F | 1.20 | 151.9 | F | * | 0.97 | 80.5 | F | 0.99 | 85.0 | F | * | 1.11 | 120.9 | F | 1.13 | 128.7 | F | * |
| | SB - L | 0.15 | 7.9 | A | 0.21 | 8.5 | A | | 0.16 | 7.0 | A | 0.22 | 7.6 | A | | 0.14 | 7.1 | A | 0.20 | 7.6 | A | |
| | SB - T | 0.24 | 7.1 | A | 0.24 | 7.1 | A | | 0.24 | 7.1 | A | 0.24 | 7.1 | A | | 0.37 | 8.3 | A | 0.37 | 8.3 | A | |
| 54. Dean Street (EB) @ | EB - L | 0.76 | 29.8 | C | 1.53 | 279.3 | F | * | 0.52 | 21.3 | C | 1.22 | 154.8 | F | * | 0.51 | 21.3 | C | 0.97 | 64.6 | E | * |
| 6th Avenue (N-S) | EB - TR | 0.59 | 22.5 | C | 0.72 | 26.8 | C | | 0.61 | 23.4 | C | 0.73 | 27.9 | C | | 0.88 | 35.7 | D | 1.07 | 75.7 | E | * |
| | NB - TR | 0.55 | 11.9 | B | 0.62 | 13.3 | B | | 0.25 | 8.8 | A | 0.27 | 9.1 | A | | 0.39 | 9.1 | A | 0.42 | 9.6 | A | |
| | SB - LT | 0.48 | 11.4 | B | 0.52 | 12.0 | B | | 0.55 | 12.8 | B | 0.60 | 13.9 | B | | 0.77 | 17.0 | B | 0.80 | 18.9 | B | |
| 55. Dean Street (EB) @ | EB - L | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| Carlton Avenue (NB) | EB - T | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | EB-LT | 0.72 | 24.1 | C | 0.93 | 42.6 | D | | 0.52 | 18.3 | B | 0.65 | 22.0 | C | | 1.03 | 58.5 | E | 1.25 | 142.6 | F | * |
| | NB - TR | 0.91 | 26.3 | C | 0.95 | 31.2 | C | | 0.35 | 10.6 | B | 0.41 | 11.5 | B | | 0.43 | 11.6 | B | 0.48 | 12.5 | B | |
| 56. Dean Street (EB) @ | EB - L | 0.29 | 27.0 | C | 0.34 | 27.9 | C | | 0.26 | 25.4 | C | 0.31 | 26.5 | C | | 0.33 | 26.2 | C | 0.36 | 26.8 | C | |
| Vanderbilt Avenue (N-S) | EB - TR | 0.98 | 68.8 | E | 1.45 | 248.8 | F | * | 0.59 | 33.2 | C | 0.77 | 42.7 | D | | 1.02 | 67.6 | E | 1.17 | 120.5 | F | * |
| | NB - TR | 1.15 | 86.6 | F | 1.16 | 90.8 | F | * | 0.71 | 17.5 | B | 0.74 | 18.5 | B | | 0.66 | 15.4 | B | 0.70 | 16.4 | B | |
| | SB - L | 0.52 | 17.4 | B | 0.52 | 17.6 | B | | 0.21 | 10.1 | B | 0.22 | 10.2 | B | | 0.36 | 9.9 | A | 0.37 | 10.1 | B | |
| | SB - T | 0.74 | 16.5 | B | 0.75 | 16.7 | B | | 0.50 | 12.5 | B | 0.52 | 12.8 | B | | 0.90 | 19.5 | B | 0.91 | 20.1 | C | |
| 57. Dean Street (EB) @ | EB - LTR | 0.57 | 15.2 | B | 0.61 | 15.9 | B | | 0.48 | 14.9 | B | 0.50 | 15.3 | B | | 0.76 | 19.5 | B | 0.78 | 20.3 | C | |
| Underhill Avenue (N-S) | NB - TR | 0.52 | 15.7 | B | 0.52 | 15.7 | B | | 0.17 | 11.3 | B | 0.17 | 11.3 | B | | 0.12 | 10.8 | B | 0.12 | 10.8 | B | |
| | SB - LT | 0.48 | 15.1 | B | 0.48 | 15.1 | B | | 0.29 | 12.6 | B | 0.29 | 12.6 | B | | 0.54 | 15.8 | B | 0.54 | 15.8 | B | |
| 58. Dean Street (EB) @ | EB - LTR | 0.88 | 37.6 | D | 0.95 | 48.9 | D | * | 0.55 | 20.2 | C | 0.58 | 21.1 | C | | 0.90 | 36.1 | D | 0.93 | 40.6 | D | |
| Washington Avenue (N-S) | NB - TR | 1.04 | 41.3 | D | 1.04 | 41.3 | D | | 0.97 | 32.0 | C | 0.97 | 32.0 | C | | 1.01 | 39.5 | D | 1.01 | 39.5 | D | |
| | SB - LT | 0.80 | 19.8 | B | 0.80 | 19.8 | B | | 0.68 | 16.9 | B | 0.68 | 16.9 | B | | 1.25 | 129.5 | F | 1.25 | 129.5 | F | |
| 59. Bergen Street (WB) @ | WB - LTR | 1.02 | 50.6 | D | 1.11 | 85.2 | F | * | 0.85 | 36.8 | D | 0.91 | 43.5 | D | | 1.51 | 274.2 | F | 1.60 | 311.2 | F | * |
| 4th Avenue (N-S) | NB - L | 1.11 | 114.7 | F | 1.11 | 114.7 | F | | 0.72 | 53.4 | D | 0.72 | 53.4 | D | | 0.79 | 53.3 | D | 0.79 | 53.3 | D | |
| | NB - T | 0.90 | 39.3 | D | 0.91 | 40.1 | D | | 0.62 | 29.1 | C | 0.63 | 29.5 | C | | 0.48 | 17.7 | B | 0.50 | 18.0 | B | |
| | SB - TR | 0.69 | 37.1 | D | 0.69 | 37.1 | D | | 0.71 | 33.2 | C | 0.71 | 33.2 | C | | 0.74 | 24.4 | C | 0.74 | 24.4 | C | |
| 60. Bergen Street (WB) @ | WB - L | 0.73 | 47.4 | D | 0.76 | 49.1 | D | | 0.59 | 44.8 | D | 0.61 | 45.8 | D | | 0.88 | 71.4 | E | 0.90 | 74.2 | E | |
| 5th Avenue (N-S) | WB - TR | 1.33 | 197.8 | F | 1.48 | 265.5 | F | * | 1.09 | 112.3 | F | 1.18 | 147.0 | F | * | 1.25 | 170.6 | F | 1.34 | 205.9 | F | * |
| | NB - LT | 0.62 | 16.6 | B | 0.63 | 16.6 | B | | 0.59 | 16.7 | B | 0.60 | 16.9 | B | | 0.56 | 15.3 | B | 0.56 | 15.4 | B | |
| | SB - TR | 0.28 | 11.1 | B | 0.28 | 11.1 | B | | 0.44 | 13.2 | B | 0.44 | 13.2 | B | | 0.52 | 14.8 | B | 0.52 | 14.8 | B | |
| 61. Bergen Street (WB) @ | WB - TR | 1.25 | 139.3 | F | 1.40 | 203.0 | F | * | 0.96 | 47.7 | D | 1.04 | 65.9 | E | * | 1.14 | 96.3 | F | 1.21 | 126.2 | F | * |
| Carlton Avenue (NB) | NB - LT | 0.74 | 15.4 | B | 0.75 | 15.6 | B | | 0.23 | 8.3 | A | 0.25 | 8.4 | A | | 0.31 | 9.0 | A | 0.32 | 9.2 | A | |
| 62. Bergen Street (WB) @ | WB - L | 0.38 | 27.7 | C | 0.38 | 27.7 | C | | 0.36 | 28.3 | C | 0.36 | 28.3 | C | | 0.40 | 29.1 | C | 0.40 | 29.1 | C | |
| Vanderbilt Avenue (N-S) | WB - TR | 1.22 | 142.0 | F | 1.25 | 154.4 | F | * | 1.01 | 75.5 | E | 1.06 | 90.2 | F | * | 0.97 | 64.7 | E | 1.03 | 81.4 | F | * |
| | NB - L | 0.40 | 9.5 | A | 0.48 | 10.5 | B | | 0.10 | 7.6 | A | 0.11 | 7.7 | A | | 0.40 | 12.9 | B | 0.43 | 13.7 | B | |
| | NB - T | 1.09 | 58.9 | E | 1.09 | 60.9 | E | | 0.58 | 12.6 | B | 0.60 | 12.8 | B | | 0.55 | 12.0 | B | 0.56 | 12.2 | B | |
| | SB - TR | 1.14 | 91.6 | F | 1.28 | 149.1 | F | * | 0.76 | 19.3 | B | 0.83 | 23.4 | C | | 1.12 | 79.2 | E | 1.18 | 103.3 | F | * |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.33 | 17.6 | B | 0.33 | 17.6 | B | | 0.46 | 27.6 | C | 0.46 | 27.6 | C | | 0.64 | 35.8 | D | 0.64 | 35.8 | D | |
| 4th Avenue (N-S) | NB - TR | 1.09 | 78.6 | E | 1.10 | 85.4 | F | * | 0.63 | 23.2 | C | 0.64 | 23.5 | C | | 0.62 | 20.3 | C | 0.64 | 20.6 | C | |
| | SB - L | 0.50 | 51.6 | D | 0.50 | 51.6 | D | | 0.32 | 24.0 | C | 0.33 | 24.7 | C | | 0.69 | 46.6 | D | 0.73 | 51.8 | D | * |
| | SB - T | 0.72 | 34.7 | C | 0.76 | 36.4 | D | | 0.57 | 22.5 | C | 0.58 | 22.9 | C | | 0.79 | 25.7 | C | 0.80 | 26.4 | C | |
| 64. Saint Marks Pl-Saint Marks Ave (EB) @ | EB - LTR | 0.65 | 26.8 | C | 0.65 | 26.8 | C | | 0.66 | 28.4 | C | 0.66 | 28.4 | C | | 0.74 | 31.1 | C | 0.74 | 31.1 | C | |
| 5th Avenue (N-S) | NB - TR | 0.80 | 25.6 | C | 0.80 | 25.9 | C | | 0.67 | 21.8 | C | 0.68 | 21.9 | C | | 0.74 | 23.9 | C | 0.75 | 24.2 | C | |
| | SB - LT | 0.59 | 19.4 | B | 0.60 | 19.7 | B | | 0.51 | 17.8 | B | 0.52 | 17.9 | B | | 0.55 | 18.3 | B | 0.56 | 18.4 | B | |
| 65. Saint Marks Avenue (EB) @ | EB - LTR | 1.13 | 93.3 | F | 1.13 | 93.3 | F | | 0.81 | 32.5 | C | 0.81 | 32.5 | C | | 0.94 | 38.3 | D | 0.94 | 38.3 | D | |
| Vanderbilt Avenue (N-S) | NB - TR | 1.09 | 57.6 | E | 1.10 | 65.0 | E | * | 0.66 | 14.5 | B | 0.67 | 14.8 | B | | 0.67 | 14.6 | B | 0.68 | 15.1 | B | |
| | SB - L | 0.35 | 9.3 | A | 0.36 | 9.3 | A | | 0.05 | 6.9 | A | 0.05 | 6.9 | A | | 0.21 | 7.7 | A | 0.21 | 7.6 | A | |
| | SB - T | 0.96 | 23.5 | C | 1.00 | 32.9 | C | | 0.71 | 15.4 | B | 0.73 | 16.0 | B | | 1.10 | 64.6 | E | 1.11 | 72.2 | E | * |
| 66. Prospect Place (WB) @ | WB - LTR | 1.09 | 77.7 | E | 1.09 | 77.7 | E | | 0.62 | 34.7 | C | 0.62 | 34.7 | C | | 0.78 | 39.3 | D | 0.78 | 39.3 | D | |
| Vanderbilt Avenue (N-S) | NB - L | 0.53 | 10.3 | B | 0.55 | 10.6 | B | | 0.09 | 7.2 | A | 0.10 | 7.3 | A | | 0.19 | 8.5 | A | 0.19 | 8.6 | A | |
| | NB - T | 1.09 | 60.4 | E | 1.10 | 66.0 | E | * | 0.55 | 11.8 | B | 0.56 | 12.0 | B | | 0.53 | 11.3 | B | 0.55 | 11.5 | B | |
| | SB - TR | 1.10 | 69.3 | E | 1.15 | 90.8 | F | * | 0.82 | 19.1 | B | 0.84 | 20.4 | C | | 1.11 | 68.3 | E | 1.13 | 75.1 | E | * |
| 67. Park Place (EB) @ | EB - LTR | 1.11 | 82.7 | F | 1.11 | 82.7 | F | | 1.02 | 58.2 | E | 1.02 | 58.2 | E | | 1.09 | 77.5 | E | 1.09 | 77.5 | E | |
| Vanderbilt Avenue (N-S) | NB - TR | 1.00 | 25.6 | C | 1.01 | 28.8 | C | | 0.51 | 11.5 | B | 0.53 | 11.7 | B | | 0.53 | 11.6 | B | 0.54 | 11.9 | B | |
| | SB - L | 0.60 | 11.3 | B | 0.61 | 11.4 | B | | 0.31 | 9.1 | A | 0.31 | 9.2 | A | | 0.52 | 9.9 | A | 0.53 | 10.0 | B | |
| | SB - T | 0.82 | 14.1 | B | 0.87 | 15.3 | B | | 0.57 | 11.7 | B | 0.60 | 12.0 | B | | 0.96 | 19.8 | B | 0.98 | 22.0 | C | |
| 68. Union Street (E-W) @ | EB - LTR | 0.78 | 28.6 | C | 0.78 | 28.6 | C | | 0.65 | 24.6 | C | 0.65 | 24.6 | C | | 0.85 | 29.9 | C | 0.85 | 29.9 | C | |
| 5th Avenue (N-S) | WB - LTR | 0.84 | 30.6 | C | 0.84 | 30.6 | C | | 0.53 | 21.3 | C | 0.53 | 21.3 | C | | 0.59 | 23.0 | C | 0.59 | 23.0 | C | |
| | NB - LTR | 1.16 | 99.1 | F | 1.17 | 101.3 | F | | 0.87 | 33.9 | C | 0.88 | 34.8 | C | | 1.04 | 59.2 | E | 1.06 | 63.0 | E | |
| | SB - LTR | 0.77 | 28.1 | C | 0.78 | 28.8 | C | | 0.68 | 25.4 | C | 0.69 | 25.7 | C | | 0.93 | 39.0 | D | 0.94 | 39.8 | D | |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.80 | 29.8 | C | 0.80 | 29.8 | C | | 0.78 | 25.0 | C | 0.78 | 25.0 | C | | 0.94 | 36.2 | D | 0.94 | 36.2 | D | |
| Washington Avenue (N-S) | EB - R | 0.33 | 20.3 | C | 0.33 | 20.3 | C | | 0.43 | 19.9 | B | 0.43 | 19.9 | B | | 0.13 | 17.4 | B | 0.13 | 17.4 | B | |
| | WB - L (ML) | 1.18 | 144.2 | F | 1.18 | 144.2 | F | | 0.79 | 57.3 | E | 0.79 | 57.3 | E | | 1.13 | 169.0 | F | 1.13 | 169.0 | F | |
| | WB - T (ML) | 0.87 | 30.7 | C | 0.87 | 30.7 | C | | 0.59 | 20.9 | C | 0.59 | 20.9 | C | | 0.66 | 25.1 | C | 0.66 | 25.1 | C | |
| | WB - TR (SR) | 0.89 | 37.7 | D | 0.89 | 37.7 | D | | 0.68 | 25.8 | C | 0.68 | 25.8 | C | | 0.77 | 31.4 | C | 0.77 | 31.4 | C | |
| | NB - LTR | 1.19 | 130.6 | F | 1.22 | 141.7 | F | * | 1.24 | 142.4 | F | 1.27 | 154.6 | F | * | 1.45 | 245.3 | F | 1.51 | 272.0 | F | * |
| | SB - L | 0.69 | 31.8 | C | 0.69 | 32.2 | C | | 0.68 | 24.5 | C | 0.69 | 25.0 | C | | 0.86 | 31.8 | C | 0.88 | 32.7 | C | |
| | SB - TR | 0.62 | 30.1 | C | 0.65 | 31.1 | C | | 0.62 | 22.4 | C | 0.64 | 22.9 | C | | 1.20 | 123.8 | F | 1.21 | 130.8 | F | * |
| 69. Eastern Parkway (E-W) @ Washington Avenue (N-S) (90s Weekday Pregame Cycle) | EB - T<br>EB - R<br>WB - L (ML)<br>WB - T (ML)<br>WB - TR (SR)<br>NB - LTR<br>SB - L<br>SB - TR | | | | | | | | | | | | | | | | | | | | | |
| 70. Bergen Street (WB) @ | WB - LTR | 0.99 | 28.3 | C | 1.13 | 79.5 | E | * | 0.76 | 26.7 | C | 0.84 | 31.1 | C | | 0.90 | 26.3 | C | 0.96 | 34.0 | C | |
| 6th Avenue (N-S) | NB - LT | 0.75 | 20.8 | C | 0.78 | 22.1 | C | | 0.47 | 12.0 | B | 0.49 | 12.3 | B | | 0.55 | 15.7 | B | 0.57 | 16.3 | B | |
| | SB - TR | 0.45 | 14.0 | B | 0.48 | 14.6 | B | | 0.38 | 9.9 | A | 0.41 | 10.3 | B | | 0.68 | 16.7 | B | 0.70 | 17.1 | B | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | WEEKDAY MD PEAK HOUR | | | | | | WEEKDAY PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | No-Action | | | With-Action | | | No-Action | | | With-Action | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS |
| 71. Union Street (E-W) @ | EB - LTR | 0.86 | 48.3 | D | 0.86 | 48.3 | D | 0.64 | 26.1 | C | 0.64 | 26.1 | C | 1.11 | 92.9 | F | 1.11 | 92.9 | F |
| 4th Avenue (N-S) | WB - LTR | 1.13 | 117.6 | F | 1.13 | 117.6 | F | 0.63 | 24.6 | C | 0.63 | 24.6 | C | 1.17 | 146.2 | F | 1.17 | 146.2 | F |
| | NB - TR | 0.75 | 17.4 | B | 0.76 | 17.7 | B | 0.73 | 32.5 | C | 0.75 | 32.9 | C | 0.58 | 14.1 | B | 0.59 | 14.3 | B |
| | SB - L | 0.50 | 31.4 | C | 0.52 | 33.9 | C | 0.69 | 54.2 | D | 0.72 | 58.7 | E | 0.69 | 31.2 | C | 0.72 | 34.5 | C |
| | SB - TR | 0.58 | 14.5 | B | 0.60 | 15.0 | B | 0.88 | 40.2 | D | 0.90 | 42.2 | D | 0.86 | 22.5 | C | 0.88 | 23.3 | C |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

***** - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-4**
**Future With Phase II Traffic Level of Service Analysis**

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | SATURDAY MD PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 0.62 | 51.6 | D | 0.62 | 51.6 | D | | 0.68 | 55.4 | E | 0.68 | 55.4 | E | |
| Flatbush Avenue Extension (N-S) | EB - T | 1.13 | 109.4 | F | 1.13 | 109.4 | F | | 1.00 | 65.5 | E | 1.00 | 65.5 | E | |
| | EB - R | 0.95 | 62.6 | E | 0.95 | 62.6 | E | | 1.64 | 339.6 | F | 1.64 | 339.6 | F | |
| | WB - L | 1.22 | 154.5 | F | 1.24 | 163.2 | F | * | 1.36 | 220.0 | F | 1.40 | 237.4 | F | * |
| | WB - TR | 1.00 | 59.5 | E | 1.00 | 59.5 | E | | 0.80 | 43.9 | D | 0.80 | 43.9 | D | |
| | WB - R | 0.63 | 40.7 | D | 0.63 | 40.7 | D | | 1.07 | 93.9 | F | 1.07 | 93.9 | F | |
| | NB - L | 0.74 | 25.5 | C | 0.73 | 25.3 | C | | 0.77 | 30.0 | C | 0.76 | 29.8 | C | |
| | NB - T | 0.40 | 23.3 | C | 0.41 | 23.4 | C | | 0.54 | 25.5 | C | 0.56 | 25.8 | C | |
| | NB - R (Unsignalized) | 0.60 | 16.5 | C | 0.61 | 16.6 | C | | 0.83 | 28.6 | D | 0.86 | 30.8 | D | |
| | SB - T | 1.02 | 72.6 | E | 1.03 | 76.4 | E | | 0.92 | 52.5 | D | 0.94 | 55.2 | E | |
| | SB - R | 0.41 | 37.0 | D | 0.41 | 37.0 | D | | 0.30 | 34.5 | C | 0.30 | 34.5 | C | |
| 2. Myrtle Avenue (E-W) @ | EB - DefL | - | - | - | - | - | - | | - | - | - | - | - | - | |
| Gold St-Flatbush Ave Extension (N-S) | EB - TR | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | EB - LTR | 0.43 | 26.2 | C | 0.43 | 26.2 | C | | 0.62 | 30.8 | C | 0.62 | 30.8 | C | |
| | WB - L | 0.59 | 36.0 | D | 0.59 | 36.0 | D | | 0.79 | 48.7 | D | 0.79 | 48.7 | D | |
| | WB - TR | 0.36 | 25.2 | C | 0.36 | 25.2 | C | | 0.66 | 31.0 | C | 0.66 | 31.0 | C | |
| | NB - TR | 0.80 | 27.6 | C | 0.80 | 27.9 | C | | 1.18 | 115.6 | F | 1.21 | 126.0 | F | * |
| | SB - TR | 0.92 | 33.7 | C | 0.94 | 34.9 | C | | 0.93 | 35.5 | D | 0.96 | 38.3 | D | |
| 3. Willoughby Street (E-W) @ | EB - L | 0.53 | 32.5 | C | 0.53 | 32.5 | C | | 2.03 | 517.4 | F | 2.03 | 517.4 | F | |
| Flatbush Avenue Extension (N-S) | EB - R | 0.33 | 25.5 | C | 0.33 | 25.5 | C | | 0.93 | 57.6 | E | 0.93 | 57.6 | E | |
| | WB - LTR | 0.61 | 31.8 | C | 0.61 | 31.8 | C | | 1.47 | 254.9 | F | 1.47 | 254.9 | F | |
| | NB - T | 0.63 | 23.1 | C | 0.64 | 23.2 | C | | 0.83 | 28.2 | C | 0.85 | 29.0 | C | |
| | SB - TR | 0.96 | 35.5 | D | 0.97 | 37.2 | D | | 1.09 | 78.4 | E | 1.12 | 87.4 | F | * |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 0.85 | 41.7 | D | 0.85 | 42.1 | D | | 0.92 | 49.5 | D | 0.94 | 52.1 | D | |
| Flatbush Avenue Extension (N-S) | NB - T | 0.70 | 24.5 | C | 0.70 | 24.6 | C | | 1.11 | 80.9 | F | 1.12 | 87.7 | F | * |
| | SB - TR | 1.03 | 52.1 | D | 1.05 | 57.0 | E | | 1.08 | 73.9 | E | 1.11 | 83.2 | F | * |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.78 | 53.4 | D | 0.78 | 53.4 | D | | 0.61 | 46.1 | D | 0.61 | 46.1 | D | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 0.73 | 58.5 | E | 0.73 | 58.5 | E | | 1.04 | 105.1 | F | 1.04 | 105.1 | F | |
| | WB - R | 0.33 | 19.3 | B | 0.33 | 19.3 | B | | 0.42 | 20.3 | C | 0.42 | 20.3 | C | |
| | NB - T | 0.84 | 41.4 | D | 0.85 | 41.7 | D | | 1.40 | 222.7 | F | 1.42 | 232.2 | F | * |
| | SB - L | 1.34 | 207.3 | F | 1.34 | 207.3 | F | | 1.87 | 446.5 | F | 1.87 | 446.5 | F | |
| | SB - T | 0.82 | 21.1 | C | 0.83 | 21.5 | C | | 0.83 | 22.2 | C | 0.85 | 22.9 | C | |
| 6. Livingston Street (EB) @ | EB - R | 1.13 | 101.1 | F | 1.13 | 101.1 | F | | 0.98 | 68.8 | E | 0.98 | 68.8 | E | |
| Flatbush Avenue (N-S) | EB - R (Bus) | 0.14 | 24.6 | C | 0.14 | 24.6 | C | | 0.12 | 24.1 | C | 0.12 | 24.1 | C | |
| | NB - L | 0.83 | 30.7 | C | 0.83 | 31.0 | C | | 0.71 | 24.6 | C | 0.71 | 25.1 | C | |
| | NB - T | 0.58 | 21.7 | C | 0.58 | 21.8 | C | | 0.97 | 36.7 | D | 0.99 | 39.4 | D | |
| | SB - TR | 0.80 | 27.1 | C | 0.81 | 27.5 | C | | 0.80 | 27.5 | C | 0.82 | 28.4 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) @ | EB - L | 0.62 | 45.6 | D | 0.62 | 45.6 | D | | 0.80 | 53.0 | D | 0.80 | 53.0 | D | |
| | EB - LT | 0.59 | 41.0 | D | 0.59 | 41.0 | D | | 0.72 | 42.2 | D | 0.72 | 42.2 | D | |
| Flatbush Avenue Ext (N-S) | NB - TR | 1.01 | 52.8 | D | 1.02 | 53.9 | D | | 1.28 | 158.1 | F | 1.29 | 165.3 | F | * |
| | SB - L | 0.78 | 53.8 | D | 0.78 | 53.8 | D | | 1.22 | 168.2 | F | 1.22 | 164.6 | F | |
| | SB - T | 0.62 | 13.2 | B | 0.63 | 13.4 | B | | 0.73 | 16.9 | B | 0.75 | 17.4 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 0.96 | 43.2 | D | 0.97 | 43.9 | D | | 1.22 | 134.4 | F | 1.23 | 141.5 | F | * |
| Flatbush Avenue (N-S) | SB - T | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | SB-TR | 1.03 | 54.3 | D | 1.05 | 61.8 | E | * | 1.12 | 90.5 | F | 1.15 | 106.4 | F | * |
| | SB - R | 1.09 | 79.6 | E | 1.09 | 79.6 | E | | 1.07 | 77.9 | E | 1.07 | 77.9 | E | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.65 | 26.1 | C | 0.67 | 26.6 | C | | 0.75 | 28.9 | C | 0.79 | 30.3 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.76 | 41.9 | D | 0.76 | 41.9 | D | | 0.93 | 65.4 | E | 0.93 | 65.4 | E | |
| | WB - TR | 0.79 | 40.5 | D | 0.81 | 41.3 | D | | 1.05 | 72.8 | E | 1.13 | 103.1 | F | * |
| | WB - R | 0.97 | 78.3 | E | 0.99 | 82.6 | F | * | 1.39 | 225.3 | F | 1.46 | 253.4 | F | * |
| | NB - LT | 0.81 | 31.3 | C | 0.81 | 31.4 | C | | 1.03 | 60.4 | E | 1.04 | 63.8 | E | |
| | SB - LT | 0.79 | 28.1 | C | 0.81 | 28.5 | C | | 0.81 | 29.2 | C | 0.84 | 30.1 | C | |
| 10. Pacific Street (EB) @ | EB - L | - | - | - | - | - | - | | - | - | - | - | - | - | |
| Flatbush Avenue (N-S) | EB - LR | 0.70 | 35.4 | D | 0.70 | 35.4 | D | | 0.70 | 34.5 | C | 0.70 | 34.5 | C | |
| | NB - T | 0.56 | 21.8 | C | 0.56 | 21.8 | C | | 0.74 | 25.9 | C | 0.74 | 25.9 | C | |
| | SB - T | 0.73 | 25.2 | C | 0.75 | 25.5 | C | | 0.76 | 25.9 | C | 0.78 | 26.6 | C | |
| 11. 5th Avenue (EB) @ | EB - L | 0.30 | 24.5 | C | 0.30 | 24.5 | C | | 0.43 | 28.8 | C | 0.43 | 28.8 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.48 | 20.1 | C | 0.48 | 20.1 | C | | 0.58 | 19.8 | B | 0.58 | 19.8 | B | |
| | SB - TR | 0.90 | 33.1 | C | 0.92 | 34.9 | C | | 1.02 | 51.1 | D | 1.06 | 65.1 | E | * |
| 12. Dean Street (EB) @ | EB - T | 0.42 | 25.3 | C | 0.52 | 27.0 | C | | 1.00 | 55.2 | E | 1.21 | 134.2 | F | * |
| Flatbush Avenue (N-S) | EB - R | 0.49 | 26.8 | C | 0.49 | 26.8 | C | | 0.26 | 23.4 | C | 0.26 | 23.4 | C | |
| | NB - TR | 0.93 | 38.9 | D | 0.93 | 38.9 | D | | 1.10 | 82.5 | F | 1.10 | 82.5 | F | |
| | SB - T | 0.62 | 22.5 | C | 0.62 | 22.5 | C | | 0.63 | 22.6 | C | 0.63 | 22.6 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.72 | 33.3 | C | 0.74 | 34.2 | C | | 0.92 | 48.5 | D | 1.01 | 67.5 | E | * |
| Flatbush Avenue (N-S) | WB - R | 0.20 | 22.8 | C | 0.20 | 22.8 | C | | 0.16 | 22.5 | C | 0.16 | 22.5 | C | |
| | NB - T | 0.77 | 26.7 | C | 0.77 | 26.7 | C | | 0.96 | 37.5 | D | 0.96 | 37.5 | D | |
| | SB - TR | 1.12 | 91.7 | F | 1.12 | 91.7 | F | | 1.04 | 64.4 | E | 1.04 | 64.4 | E | |
| 14. 6th Avenue (E-W) @ | EB - LT | 0.46 | 27.9 | C | 0.47 | 28.1 | C | | 0.50 | 28.6 | C | 0.52 | 29.1 | C | |
| Flatbush Avenue (N-S) | WB - LT | 0.75 | 35.9 | D | 0.77 | 36.7 | D | | 0.74 | 37.7 | D | 0.79 | 40.6 | D | |
| | NB - TR | 0.90 | 32.6 | C | 0.90 | 32.6 | C | | 1.04 | 55.9 | E | 1.04 | 55.9 | E | |
| | SB - TR | 1.08 | 66.2 | E | 1.08 | 66.2 | E | | 1.04 | 58.2 | E | 1.04 | 58.2 | E | |
| 15. Saint Marks Avenue (E-W) @ | EB - LTR | 0.52 | 28.9 | C | 0.52 | 28.9 | C | | 0.54 | 29.4 | C | 0.54 | 29.4 | C | |
| Flatbush Avenue (N-S) | NB - TR | 0.91 | 33.3 | C | 0.91 | 33.3 | C | | 1.10 | 78.6 | E | 1.10 | 78.6 | E | |
| | SB - T | 0.95 | 32.0 | C | 0.95 | 32.0 | C | | 1.02 | 51.6 | D | 1.02 | 52.3 | D | |
| 16. 7th Avenue (EB) @ | EB - L | 0.20 | 22.9 | C | 0.20 | 22.9 | C | | 0.21 | 23.0 | C | 0.21 | 23.0 | C | |
| Flatbush Avenue (N-S) | NB - LT | 0.93 | 35.3 | D | 0.93 | 35.3 | D | | 1.08 | 71.0 | E | 1.08 | 71.7 | E | |
| | SB - TR | 1.13 | 90.7 | F | 1.13 | 91.0 | F | | 1.21 | 126.0 | F | 1.21 | 127.0 | F | |
| 17. Sterling Place (WB) @ | WB - LTR | 0.36 | 25.7 | C | 0.36 | 25.7 | C | | 0.39 | 26.3 | C | 0.39 | 26.3 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.86 | 30.6 | C | 0.87 | 31.0 | C | | 1.04 | 56.3 | E | 1.05 | 61.1 | E | * |
| | SB - TR | 1.00 | 42.7 | D | 1.00 | 42.9 | D | | 1.00 | 46.5 | D | 1.01 | 47.2 | D | |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | SATURDAY MD PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 18. Tillary Street (E-W) @ | EB - TR | 0.92 | 59.5 | E | 0.92 | 59.9 | E | | 0.65 | 42.1 | D | 0.66 | 42.2 | D | |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.64 | 343.6 | F | 1.64 | 343.6 | F | | 1.21 | 157.9 | F | 1.22 | 161.3 | F | * |
| | WB - T | 0.71 | 41.6 | D | 0.71 | 41.6 | D | | 0.36 | 36.1 | D | 0.36 | 36.1 | D | |
| | WB - R | 1.12 | 106.2 | F | 1.12 | 106.2 | F | | 1.28 | 173.7 | F | 1.28 | 173.7 | F | |
| | NB - T (ML) | 0.90 | 47.5 | D | 0.92 | 49.1 | D | | 0.99 | 60.4 | E | 1.05 | 78.7 | E | * |
| | NB - TR (SR) | 1.06 | 89.3 | F | 1.06 | 89.2 | F | | 0.99 | 79.1 | E | 1.00 | 81.9 | F | |
| | SB - L (ML) | 0.63 | 41.0 | D | 0.63 | 41.0 | D | | 0.78 | 46.5 | D | 0.78 | 46.5 | D | |
| | SB - T (ML) | 0.75 | 26.7 | C | 0.77 | 27.5 | C | | 0.70 | 25.1 | C | 0.74 | 26.4 | C | |
| | SB - R (SR) | 0.07 | 15.3 | B | 0.07 | 15.3 | B | | 0.03 | 14.8 | B | 0.03 | 14.8 | B | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.68 | 12.7 | B | 0.68 | 12.7 | B | | 0.74 | 15.7 | B | 0.74 | 15.7 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.59 | 11.1 | B | 0.59 | 11.1 | B | | 0.68 | 13.0 | B | 0.68 | 13.0 | B | |
| | NB - LTR | 1.50 | 260.2 | F | 1.59 | 304.4 | F | * | 1.91 | 445.6 | F | 1.99 | 480.8 | F | * |
| | SB - LTR | 1.12 | 109.0 | F | 1.18 | 133.6 | F | * | 1.80 | 400.8 | F | 1.91 | 451.6 | F | * |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 1.14 | 80.0 | F | 1.14 | 80.0 | F | | 1.16 | 88.9 | F | 1.16 | 88.9 | F | |
| Vanderbilt Avenue (N-S) | NB - LT | 1.45 | 225.2 | F | 1.56 | 274.4 | F | * | 1.77 | 367.4 | F | 1.96 | 450.5 | F | * |
| | SB - TR | 0.96 | 43.6 | D | 1.01 | 53.0 | D | * | 1.06 | 73.4 | E | 1.11 | 89.3 | F | * |
| 21. Fulton Street (E-W) @ | EB - TR | 0.99 | 42.9 | D | 0.99 | 42.9 | D | | 1.05 | 63.4 | E | 1.05 | 63.4 | E | |
| South Portland Avenue (N-S) | WB - LT | 1.27 | 146.6 | F | 1.27 | 146.6 | F | | 1.28 | 150.5 | F | 1.28 | 150.5 | F | |
| | WB - T (AM Bus Ln) | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | NB - LR | 0.56 | 29.6 | C | 0.56 | 29.6 | C | | 0.69 | 35.8 | D | 0.69 | 35.8 | D | |
| | SB - LTR | 0.22 | 21.3 | C | 0.22 | 21.3 | C | | 0.45 | 25.1 | C | 0.45 | 25.1 | C | |
| 22. Fulton Street (E-W) @ | EB - LT | 1.22 | 123.2 | F | 1.22 | 123.2 | F | | 0.92 | 34.3 | C | 0.92 | 34.3 | C | |
| Carlton Avenue (NB) | WB - TR | 0.64 | 18.4 | B | 0.64 | 18.4 | B | | 0.75 | 21.6 | C | 0.75 | 21.6 | C | |
| | NB - LTR | 0.80 | 38.3 | D | 0.82 | 39.9 | D | | 0.71 | 32.4 | C | 0.78 | 36.1 | D | |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.91 | 30.2 | C | 0.91 | 30.2 | C | | 1.18 | 108.8 | F | 1.18 | 108.8 | F | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.67 | 19.9 | B | 0.67 | 19.9 | B | | 0.90 | 34.2 | C | 0.90 | 34.2 | C | |
| | NB - L | 1.26 | 183.3 | F | 1.53 | 299.4 | F | * | 1.58 | 319.2 | F | 1.81 | 424.6 | F | * |
| | NB - TR | 0.59 | 27.0 | C | 0.61 | 27.5 | C | | 0.85 | 37.9 | D | 0.93 | 46.8 | D | * |
| | SB - L | 0.19 | 20.2 | C | 0.20 | 20.3 | C | | 0.18 | 21.4 | C | 0.22 | 22.4 | C | |
| | SB - TR | 1.07 | 64.2 | E | 1.14 | 94.5 | F | * | 1.12 | 97.0 | F | 1.24 | 148.3 | F | * |
| 24. Livingston Street (E-W) @ | EB - LTR | 1.35 | 206.1 | F | 1.35 | 206.1 | F | | 0.92 | 83.5 | F | 0.92 | 83.5 | F | |
| Boerum Place (N-S) | WB - LT | 0.89 | 70.4 | E | 0.89 | 70.4 | E | | 1.41 | 242.2 | F | 1.41 | 242.2 | F | |
| | WB - R | 0.90 | 76.3 | E | 0.90 | 76.3 | E | | 1.36 | 224.9 | F | 1.36 | 224.9 | F | |
| | NB - L | 0.38 | 38.0 | D | 0.40 | 39.3 | D | | 0.30 | 30.1 | C | 0.31 | 30.9 | C | |
| | NB - TR | 0.67 | 32.2 | C | 0.68 | 32.5 | C | | 0.88 | 40.6 | D | 0.92 | 44.0 | D | |
| | SB - L | 0.46 | 12.6 | B | 0.47 | 12.9 | B | | 1.01 | 87.9 | F | 1.02 | 93.9 | F | * |
| | SB - TR | 0.69 | 19.3 | B | 0.71 | 19.6 | B | | 0.47 | 15.5 | B | 0.50 | 15.9 | B | |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.55 | 40.0 | D | 0.55 | 40.0 | D | | 0.75 | 48.8 | D | 0.75 | 48.8 | D | |
| Boerum Place (N-S) | NB - L | 0.71 | 60.9 | E | 0.76 | 73.6 | E | * | 0.34 | 17.4 | B | 0.37 | 19.0 | B | |
| | NB - T | 0.38 | 12.4 | B | 0.38 | 12.4 | B | | 0.48 | 13.6 | B | 0.51 | 14.0 | B | |
| | SB - TR | 0.75 | 18.5 | B | 0.77 | 18.9 | B | | 0.55 | 14.7 | B | 0.58 | 15.1 | B | |
| 26. State Street (EB) @ | EB - LTR | 0.43 | 36.2 | D | 0.43 | 36.2 | D | | 0.38 | 35.3 | D | 0.38 | 35.3 | D | |
| Boerum Place (N-S) | NB - TR | 0.38 | 12.4 | B | 0.39 | 12.5 | B | | 0.45 | 13.3 | B | 0.48 | 13.6 | B | |
| | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | SB - LT | 1.10 | 73.2 | E | 1.12 | 83.6 | F | * | 0.81 | 22.1 | C | 0.85 | 24.5 | C | |
| 27. Atlantic Avenue (E-W) @ | EB - LT | 0.88 | 37.8 | D | 0.90 | 39.4 | D | | 1.17 | 123.0 | F | 1.21 | 138.2 | F | * |
| Hicks Street (NB) | WB - TR | 0.64 | 26.7 | C | 0.64 | 26.8 | C | | 0.76 | 30.4 | C | 0.78 | 31.0 | C | |
| | NB - L | 0.53 | 30.7 | C | 0.53 | 30.7 | C | | 0.65 | 33.0 | C | 0.65 | 33.0 | C | |
| | NB - LT | 0.40 | 27.6 | C | 0.40 | 27.6 | C | | 0.63 | 31.9 | C | 0.63 | 31.9 | C | |
| | NB - R | 0.43 | 28.7 | C | 0.43 | 28.7 | C | | 0.47 | 28.7 | C | 0.47 | 28.7 | C | |
| 28. Atlantic Avenue (E-W) @ | EB - TR | 0.59 | 19.8 | B | 0.59 | 20.0 | C | | 0.70 | 21.2 | C | 0.71 | 21.6 | C | |
| Henry Street (SB) | WB - LT | 0.74 | 25.1 | C | 0.75 | 25.5 | C | | 0.96 | 42.6 | D | 0.99 | 48.7 | D | * |
| | SB - LTR | 0.74 | 39.2 | D | 0.74 | 39.2 | D | | 0.72 | 39.8 | D | 0.72 | 39.8 | D | |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 0.88 | 42.6 | D | 0.89 | 44.2 | D | | 1.13 | 97.9 | F | 1.16 | 110.8 | F | * |
| Clinton Street (NB) | WB - TR | 0.63 | 28.7 | C | 0.63 | 28.8 | C | | 0.66 | 21.6 | C | 0.67 | 22.0 | C | |
| | NB - LTR | 0.82 | 39.2 | D | 0.82 | 39.2 | D | | 1.09 | 88.0 | F | 1.09 | 88.0 | F | |
| 30. Atlantic Avenue (E-W) @ | EB - L | 0.55 | 19.8 | B | 0.55 | 19.8 | B | | 1.23 | 137.6 | F | 1.25 | 145.2 | F | * |
| Boerum Place (SB) | EB - TR | 1.22 | 145.2 | F | 1.24 | 155.6 | F | * | 1.52 | 274.4 | F | 1.56 | 293.1 | F | * |
| | WB - LT | 1.01 | 74.8 | E | 1.03 | 82.6 | F | * | 1.33 | 198.2 | F | 1.37 | 214.2 | F | * |
| | WB - R | 0.87 | 21.1 | C | 0.89 | 23.0 | C | | 1.19 | 109.7 | F | 1.28 | 147.0 | F | * |
| | SB - L | 0.96 | 43.8 | D | 0.99 | 50.0 | D | * | 0.69 | 33.3 | C | 0.74 | 35.1 | D | |
| | SB - T | 0.63 | 30.9 | C | 0.63 | 30.9 | C | | 0.38 | 27.6 | C | 0.38 | 27.6 | C | |
| | SB - R | 0.64 | 32.2 | C | 0.64 | 32.2 | C | | 0.68 | 39.1 | D | 0.68 | 39.1 | D | |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 0.91 | 21.4 | C | 0.94 | 23.1 | C | | 1.73 | 357.5 | F | 1.88 | 422.0 | F | * |
| Smith Street (NB) | WB - TR | 0.66 | 16.0 | B | 0.67 | 16.3 | B | | 0.95 | 32.8 | C | 1.00 | 43.6 | D | |
| | NB - L | 0.79 | 48.9 | D | 0.79 | 48.9 | D | | 0.85 | 50.0 | D | 0.85 | 50.0 | D | |
| | NB - TR | 0.93 | 62.9 | E | 0.93 | 62.9 | E | | 1.04 | 83.3 | F | 1.04 | 83.3 | F | |
| 32. Atlantic Avenue (E-W) @ | EB - T | 0.87 | 25.0 | C | 0.89 | 26.7 | C | | 0.80 | 19.9 | B | 0.85 | 21.2 | C | |
| Hoyt Street (SB) | EB - R | 0.38 | 14.5 | B | 0.38 | 14.5 | B | | 0.24 | 12.2 | B | 0.24 | 12.2 | B | |
| | WB - T | 0.63 | 18.0 | B | 0.65 | 18.2 | B | | 0.86 | 23.8 | C | 0.91 | 26.7 | C | |
| | SB - LTR | 0.72 | 42.6 | D | 0.72 | 42.6 | D | | 0.80 | 48.6 | D | 0.80 | 48.6 | D | |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.99 | 38.6 | D | 1.02 | 46.5 | D | * | 0.92 | 30.7 | C | 0.97 | 38.1 | D | |
| Bond Street (NB) | WB - TR | 0.67 | 17.3 | B | 0.68 | 17.6 | B | | 0.99 | 29.3 | C | 1.04 | 46.8 | D | * |
| | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | NB - LTR | 0.70 | 42.3 | D | 0.70 | 42.3 | D | | 0.79 | 44.3 | D | 0.79 | 44.3 | D | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.71 | 17.0 | B | 0.73 | 17.5 | B | | 0.82 | 21.6 | C | 0.87 | 24.0 | C | |
| Nevins Street (SB) | EB - R | 0.60 | 16.0 | B | 0.60 | 16.0 | B | | 0.25 | 11.6 | B | 0.25 | 11.6 | B | |
| | WB - LT | 1.20 | 121.4 | F | 1.24 | 139.5 | F | * | 1.46 | 232.8 | F | 1.58 | 287.5 | F | * |
| | SB - L | 0.41 | 33.1 | C | 0.41 | 33.1 | C | | 0.36 | 32.6 | C | 0.36 | 32.6 | C | |
| | SB - TR | 0.79 | 39.4 | D | 0.79 | 39.4 | D | | 0.90 | 43.4 | D | 0.90 | 43.4 | D | |
| | SB - LTR | - | - | - | - | - | - | | - | - | - | - | - | - | |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | SATURDAY MD PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 35. Atlantic Avenue (E-W) @ 3rd Avenue (NB) | EB - T | 0.88 | 33.3 | C | 0.92 | 36.4 | D | | 0.77 | 22.0 | C | 0.81 | 23.8 | C | |
| | EB - R | 0.73 | 33.7 | C | 0.73 | 33.7 | C | | 0.59 | 21.5 | C | 0.59 | 21.5 | C | |
| | WB - T | 0.66 | 24.9 | C | 0.68 | 25.4 | C | | 0.78 | 22.4 | C | 0.83 | 24.5 | C | |
| | WB - R | 0.52 | 24.5 | C | 0.52 | 24.5 | C | | 0.62 | 20.8 | C | 0.62 | 20.8 | C | |
| | NB - LTR | 0.56 | 32.3 | C | 0.56 | 32.3 | C | | 0.90 | 51.2 | D | 0.90 | 51.2 | D | |
| 36. Atlantic Avenue (E-W) @ 4th Avenue(N-S) | EB - T | 1.01 | 62.6 | E | 1.06 | 76.5 | E | * | 1.08 | 87.1 | F | 1.16 | 116.3 | F | * |
| | EB - R | 0.88 | 61.4 | E | 0.88 | 61.4 | E | | 0.85 | 62.4 | E | 0.85 | 62.4 | E | |
| | WB - T | 0.53 | 32.2 | C | 0.55 | 32.4 | C | | 0.65 | 31.3 | C | 0.70 | 32.4 | C | |
| | NB - L | 0.70 | 47.4 | D | 0.70 | 47.4 | D | | 0.82 | 50.3 | D | 0.82 | 50.3 | D | |
| | NB - R | 1.06 | 102.7 | F | 1.06 | 102.7 | F | | 0.85 | 59.8 | E | 0.85 | 59.8 | E | |
| | SB - LT | 0.82 | 44.3 | D | 0.82 | 44.3 | D | | 0.97 | 66.6 | E | 0.97 | 66.6 | E | |
| | SB - R | 0.16 | 30.4 | C | 0.16 | 30.4 | C | | 0.39 | 39.8 | D | 0.39 | 39.8 | D | |
| 37. Atlantic Avenue (E-W) @ Fort Greene Place (SB) | EB - L | 0.36 | 16.2 | B | 0.37 | 16.7 | B | | 0.78 | 52.3 | D | 0.78 | 52.5 | D | |
| | EB - T | 0.47 | 14.8 | B | 0.49 | 15.1 | B | | 0.51 | 17.1 | B | 0.55 | 17.7 | B | |
| | WB - TR | 0.80 | 31.1 | C | 0.82 | 31.8 | C | | 1.14 | 103.2 | F | 1.20 | 131.1 | F | * |
| | SB - L | 0.32 | 31.3 | C | 0.32 | 31.3 | C | | 0.31 | 29.1 | C | 0.31 | 29.1 | C | |
| | SB - R | 0.43 | 36.8 | D | 0.43 | 36.8 | D | | 0.41 | 33.4 | C | 0.41 | 33.4 | C | |
| 38. Atlantic Avenue (E-W) @ 6th Ave-South Portland Ave (N-S) | EB - TR | 0.79 | 29.2 | C | 0.88 | 34.8 | C | | 0.75 | 28.0 | C | 0.83 | 31.3 | C | |
| | WB - L | 0.55 | 20.4 | C | 0.60 | 24.0 | C | | 0.56 | 19.9 | B | 0.64 | 25.8 | C | |
| | WB - TR | 0.59 | 15.4 | B | 0.61 | 15.6 | B | | 0.69 | 17.3 | B | 0.74 | 18.5 | B | |
| | NB - L | 0.35 | 37.9 | D | 0.35 | 38.0 | D | | 0.58 | 46.4 | D | 0.58 | 47.1 | D | |
| | NB - TR | 0.55 | 39.1 | D | 0.57 | 39.9 | D | | 0.64 | 42.2 | D | 0.70 | 45.6 | D | |
| | SB - L | 1.00 | 85.6 | F | 1.07 | 107.5 | F | * | 0.71 | 52.4 | D | 0.79 | 62.2 | E | * |
| | SB - TR | 0.75 | 44.7 | D | 0.75 | 44.8 | D | | 0.70 | 46.0 | D | 0.71 | 46.6 | D | |
| 39. Atlantic Avenue (E-W) @ Cumberland Street (SB) | EB - T | 0.61 | 15.3 | B | 0.63 | 15.6 | B | | 0.59 | 19.5 | B | 0.63 | 20.2 | C | |
| | WB - T | 0.69 | 17.2 | B | 0.70 | 17.5 | B | | 0.88 | 28.6 | C | 0.94 | 34.0 | C | |
| | SB - LR | 0.37 | 34.6 | C | 0.37 | 34.6 | C | | 0.35 | 28.7 | C | 0.35 | 28.7 | C | |
| 40. Atlantic Avenue (E-W) @ Carlton Avenue (NB) | EB - L | 0.77 | 48.1 | D | 0.78 | 49.2 | D | | 1.24 | 203.5 | F | 1.28 | 217.6 | F | * |
| | EB - TR | 0.56 | 14.7 | B | 0.60 | 15.4 | B | | 0.56 | 18.4 | B | 0.61 | 19.4 | B | |
| | WB - L | 0.11 | 11.1 | B | 0.36 | 17.9 | B | | 0.34 | 20.0 | B | 0.84 | 62.1 | E | * |
| | WB - TR | 0.62 | 15.7 | B | 0.62 | 15.7 | B | | 0.75 | 22.5 | C | 0.76 | 22.8 | C | |
| | NB - LTR | 0.85 | 55.4 | E | 0.98 | 78.1 | E | * | 0.75 | 41.5 | D | 1.23 | 156.5 | F | * |
| 41. Atlantic Avenue (E-W) @ Clermont Avenue (SB) | EB - L | 0.82 | 66.0 | E | 0.87 | 78.2 | E | * | 1.06 | 138.0 | F | 1.17 | 177.4 | F | * |
| | EB - T | 0.52 | 14.1 | B | 0.54 | 14.3 | B | | 0.51 | 14.0 | B | 0.54 | 14.4 | B | |
| | WB - TR | 0.71 | 16.9 | B | 0.73 | 17.2 | B | | 0.74 | 17.7 | B | 0.76 | 18.3 | B | |
| | SB - LR | 0.72 | 43.8 | D | 0.72 | 43.8 | D | | 0.58 | 39.5 | D | 0.58 | 39.5 | D | |
| 42. Atlantic Avenue (E-W) @ Vanderbilt Avenue (N-S) | EB - T | 0.77 | 32.3 | C | 0.77 | 32.4 | C | | 0.77 | 33.6 | C | 0.78 | 34.1 | C | |
| | EB - R | 0.44 | 27.2 | C | 0.57 | 31.2 | C | | 0.52 | 31.1 | C | 0.82 | 50.2 | D | * |
| | WB - L | 1.02 | 86.3 | F | 1.12 | 118.0 | F | * | 0.79 | 40.9 | D | 0.98 | 76.2 | E | * |
| | WB - TR | 0.98 | 42.0 | D | 0.99 | 43.9 | D | | 1.17 | 109.4 | F | 1.18 | 115.8 | F | * |
| | NB - L | 0.75 | 44.0 | D | 0.82 | 52.7 | D | * | 0.72 | 38.8 | D | 0.87 | 56.2 | E | * |
| | NB - T | 0.62 | 34.4 | C | 0.63 | 34.9 | C | | 0.69 | 35.7 | D | 0.77 | 39.5 | D | |
| | NB - R | 0.24 | 26.4 | C | 0.27 | 26.9 | C | | 0.38 | 27.9 | C | 0.47 | 29.9 | C | |
| | SB - TR | 0.94 | 50.4 | D | 0.99 | 59.0 | E | * | 0.80 | 43.7 | D | 0.90 | 49.4 | D | * |
| 43. Atlantic Avenue (E-W) @ Clinton Avenue (SB) | EB - T | 0.65 | 16.1 | B | 0.66 | 16.2 | B | | 0.71 | 22.1 | C | 0.74 | 22.8 | C | |
| | WB - TR | 0.75 | 18.5 | B | 0.77 | 18.9 | B | | 0.89 | 28.4 | C | 0.91 | 30.3 | C | |
| | SB - LR | 0.70 | 43.4 | D | 0.70 | 43.4 | D | | 0.51 | 32.3 | C | 0.51 | 32.3 | C | |
| 44. Atlantic Avenue (WB) @ Waverly Avenue (SB) (Unsignalized) | SB - R | 0.09 | 13.5 | B | 0.10 | 13.6 | B | | 0.05 | 12.7 | B | 0.05 | 12.9 | B | |
| 45. Atlantic Avenue (E-W) @ Washington Ave-Underhill Ave (N-S) | EB - TR | 0.94 | 36.6 | D | 0.95 | 37.7 | D | | 0.81 | 28.3 | C | 0.84 | 29.5 | C | |
| | WB - L | 0.42 | 24.0 | C | 0.42 | 24.2 | C | | 0.37 | 16.9 | B | 0.38 | 18.3 | B | |
| | WB - TR | 0.59 | 13.7 | B | 0.60 | 13.9 | B | | 0.67 | 15.3 | B | 0.69 | 15.7 | B | |
| | NB - L | 1.33 | 219.6 | F | 1.33 | 219.6 | F | | 1.81 | 427.1 | F | 1.81 | 427.1 | F | |
| | NB - T | 0.53 | 39.0 | D | 0.53 | 39.0 | D | | 0.78 | 46.9 | D | 0.78 | 46.9 | D | |
| | NB - R (Unsignalized) | 0.12 | 10.5 | B | 0.12 | 10.5 | B | | 0.06 | 10.8 | B | 0.06 | 10.8 | B | |
| | SB - L | 0.78 | 58.2 | E | 0.78 | 58.2 | E | | 1.25 | 184.6 | F | 1.25 | 184.6 | F | |
| | SB - TR | 0.85 | 54.1 | D | 0.85 | 54.1 | D | | 1.00 | 76.0 | E | 1.00 | 76.0 | E | |
| 46. Atlantic Avenue (E-W) @ Grand Avenue (SB) | EB - TR | 0.63 | 15.8 | B | 0.63 | 15.9 | B | | 0.63 | 16.0 | B | 0.66 | 16.5 | B | |
| | WB - L | 0.31 | 18.2 | B | 0.32 | 18.8 | B | | 0.75 | 51.3 | D | 0.82 | 65.8 | E | * |
| | WB - T | 0.58 | 15.1 | B | 0.60 | 15.4 | B | | 0.69 | 17.3 | B | 0.72 | 17.8 | B | |
| | SB - LTR | 1.04 | 66.1 | E | 1.04 | 66.1 | E | | 0.83 | 47.2 | D | 0.83 | 47.2 | D | |
| 47. Pacific Street (E-W) @ 4th Avenue (N-S) | NB - L | 0.30 | 37.9 | D | 0.30 | 37.9 | D | | 0.84 | 76.9 | E | 0.84 | 76.9 | E | |
| | NB - TR | 1.00 | 70.6 | E | 1.00 | 70.6 | E | | 1.12 | 108.4 | F | 1.12 | 108.4 | F | |
| | SB - L | 0.19 | 13.8 | B | 0.19 | 13.8 | B | | 0.38 | 20.2 | C | 0.38 | 20.2 | C | |
| | SB - TR | 0.54 | 18.7 | B | 0.54 | 18.7 | B | | 0.53 | 21.6 | C | 0.53 | 21.6 | C | |
| 48. Pacific Street (WB) @ 6th Avenue (N-S) | WB - LR | 0.45 | 20.1 | C | 0.46 | 20.4 | C | | 0.31 | 17.6 | B | 0.38 | 18.7 | B | |
| | NB - T | 0.35 | 9.7 | A | 0.39 | 10.1 | B | | 0.54 | 12.2 | B | 0.64 | 14.5 | B | |
| | SB - T | 0.74 | 16.1 | B | 0.77 | 17.4 | B | | 0.64 | 14.3 | B | 0.68 | 15.4 | B | |
| 49. Pacific Street (WB) @ Carlton Avenue (N-S) | EB-L | 0.31 | 17.6 | B | 0.31 | 17.6 | B | | 0.16 | 15.6 | B | 0.19 | 16.0 | B | |
| | WB - TR | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | NB - LT | 0.39 | 10.4 | B | 0.42 | 10.8 | B | | 0.44 | 11.0 | B | 0.54 | 12.8 | B | |
| | NB - LTR | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | SB - LR | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | SB - R | 0.10 | 7.6 | A | 0.10 | 7.6 | A | | 0.06 | 7.4 | A | 0.06 | 7.4 | A | |
| 50. Pacific Street (WB) @ Vanderbilt Avenue (N-S) | WB - LR | 0.68 | 37.3 | D | 0.68 | 37.3 | D | | 0.52 | 33.3 | C | 0.52 | 33.3 | C | |
| | NB - TR | 0.31 | 8.3 | A | 0.32 | 8.5 | A | | 0.36 | 8.7 | A | 0.42 | 9.2 | A | |
| | SB - LT | 0.65 | 11.8 | B | 0.70 | 12.6 | B | | 0.54 | 10.6 | B | 0.62 | 11.7 | B | |
| 51. Dean Street (EB) @ 3rd Avenue Avenue (N-S) | EB - LTR | 0.78 | 30.0 | C | 0.79 | 30.7 | C | | 0.68 | 27.6 | C | 0.70 | 28.4 | C | |
| | NB - TR | 0.98 | 52.6 | D | 0.98 | 53.7 | D | | 1.11 | 89.5 | F | 1.12 | 93.6 | F | * |
| | SB - LT | 0.76 | 41.8 | D | 0.76 | 42.0 | D | | 0.46 | 28.5 | C | 0.47 | 28.5 | C | |
| 52. Dean Street (EB) @ 4th Avenue (N-S) | EB - LTR | 1.10 | 102.0 | F | 1.13 | 110.1 | F | * | 0.67 | 30.1 | C | 0.70 | 31.5 | C | |
| | NB - TR | 0.48 | 17.8 | B | 0.50 | 18.1 | B | | 0.81 | 31.8 | C | 0.85 | 33.8 | C | |
| | SB - L | - | - | - | | | - | | - | - | - | - | - | - | |
| | SB - T | 0.50 | 18.5 | B | 0.50 | 18.5 | B | | 0.57 | 25.5 | C | 0.57 | 25.5 | C | |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | SATURDAY MD PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 53. Dean Street (EB) @ | EB - LTR | 1.07 | 102.7 | F | 1.15 | 131.3 | F | * | 1.60 | 331.1 | F | 1.80 | 418.8 | F | * |
| 5th Avenue (N-S) | NB - TR | 1.16 | 136.4 | F | 1.17 | 141.5 | F | * | 1.40 | 235.0 | F | 1.43 | 246.7 | F | * |
| | SB - L | 0.12 | 7.0 | A | 0.18 | 7.5 | A | | 0.13 | 8.1 | A | 0.21 | 8.9 | A | |
| | SB - T | 0.31 | 7.7 | A | 0.31 | 7.7 | A | | 0.37 | 8.3 | A | 0.37 | 8.3 | A | |
| 54. Dean Street (EB) @ | EB - L | 0.56 | 25.2 | C | 0.82 | 47.1 | D | * | 0.95 | 58.3 | E | 1.34 | 196.5 | F | * |
| 6th Avenue (N-S) | EB - TR | 0.66 | 26.4 | C | 0.80 | 33.7 | C | | 1.28 | 162.2 | F | 1.52 | 262.8 | F | * |
| | NB - TR | 0.33 | 8.3 | A | 0.35 | 8.4 | A | | 0.40 | 10.4 | B | 0.43 | 10.8 | B | |
| | SB - LT | 0.70 | 14.6 | B | 0.71 | 15.1 | B | | 0.65 | 14.8 | B | 0.70 | 16.2 | B | |
| 55. Dean Street (EB) @ | EB - L | - | - | - | - | - | - | | - | - | - | - | - | - | |
| Carlton Avenue (NB) | EB - T | - | - | - | - | - | - | | - | - | - | - | - | - | |
| | EB-LT | 0.87 | 33.0 | C | 1.03 | 64.2 | E | * | 1.31 | 167.1 | F | 1.56 | 276.5 | F | * |
| | NB - TR | 0.43 | 11.4 | B | 0.46 | 11.9 | B | | 0.38 | 10.9 | B | 0.44 | 11.9 | B | |
| 56. Dean Street (EB) @ | EB - L | 0.36 | 27.5 | C | 0.37 | 27.7 | C | | 0.31 | 26.7 | C | 0.33 | 27.0 | C | |
| Vanderbilt Avenue (N-S) | EB - TR | 0.81 | 44.6 | D | 0.89 | 53.8 | D | * | 0.91 | 55.3 | E | 1.28 | 176.2 | F | * |
| | NB - TR | 0.57 | 13.5 | B | 0.59 | 14.0 | B | | 0.79 | 20.2 | C | 0.83 | 22.6 | C | |
| | SB - L | 0.37 | 11.4 | B | 0.38 | 11.6 | B | | 0.30 | 11.5 | B | 0.31 | 11.9 | B | |
| | SB - T | 0.84 | 20.9 | C | 0.84 | 21.0 | C | | 0.77 | 19.1 | B | 0.79 | 19.7 | B | |
| 57. Dean Street (EB) @ | EB - LTR | 0.65 | 17.9 | B | 0.66 | 18.2 | B | | 0.59 | 16.0 | B | 0.62 | 16.6 | B | |
| Underhill Avenue (N-S) | NB - TR | 0.10 | 10.6 | B | 0.10 | 10.6 | B | | 0.15 | 11.0 | B | 0.15 | 11.0 | B | |
| | SB - LT | 0.40 | 13.7 | B | 0.40 | 13.7 | B | | 0.37 | 13.4 | B | 0.37 | 13.4 | B | |
| 58. Dean Street (EB) @ | EB - LTR | 0.72 | 24.7 | C | 0.73 | 25.3 | C | | 0.88 | 38.2 | D | 0.96 | 50.5 | D | * |
| Washington Avenue (N-S) | NB - TR | 0.76 | 18.1 | B | 0.76 | 18.1 | B | | 0.89 | 24.9 | C | 0.89 | 24.9 | C | |
| | SB - LT | 0.93 | 25.3 | C | 0.93 | 25.3 | C | | 0.99 | 42.6 | D | 0.99 | 42.6 | D | |
| 59. Bergen Street (WB) @ | WB - LTR | 1.26 | 162.1 | F | 1.28 | 174.3 | F | * | 1.18 | 116.8 | F | 1.27 | 159.3 | F | * |
| 4th Avenue (N-S) | NB - L | 0.55 | 28.6 | C | 0.55 | 28.6 | C | | 0.77 | 60.2 | E | 0.77 | 60.2 | E | |
| | NB - T | 0.34 | 15.8 | B | 0.35 | 15.9 | B | | 0.76 | 32.7 | C | 0.79 | 33.5 | C | |
| | SB - TR | 0.62 | 20.9 | C | 0.62 | 20.9 | C | | 0.69 | 32.1 | C | 0.69 | 32.1 | C | |
| 60. Bergen Street (WB) @ | WB - L | 0.89 | 75.8 | E | 0.89 | 76.9 | E | | 0.33 | 35.9 | D | 0.37 | 36.6 | D | |
| 5th Avenue (N-S) | WB - TR | 1.21 | 152.8 | F | 1.24 | 167.2 | F | * | 1.50 | 275.7 | F | 1.63 | 334.7 | F | * |
| | NB - LT | 0.55 | 15.3 | B | 0.55 | 15.4 | B | | 0.77 | 22.4 | C | 0.77 | 22.8 | C | |
| | SB - TR | 0.49 | 14.0 | B | 0.49 | 14.0 | B | | 0.64 | 18.0 | B | 0.64 | 18.0 | B | |
| 61. Bergen Street (WB) @ | WB - TR | 1.22 | 132.8 | F | 1.26 | 147.0 | F | * | 1.15 | 97.9 | F | 1.26 | 145.8 | F | * |
| Carlton Avenue (NB) | NB - LT | 0.32 | 9.1 | A | 0.33 | 9.2 | A | | 0.24 | 8.4 | A | 0.27 | 8.6 | A | |
| 62. Bergen Street (WB) @ | WB - L | 0.32 | 28.1 | C | 0.32 | 28.1 | C | | 0.19 | 25.6 | C | 0.19 | 25.6 | C | |
| Vanderbilt Avenue (N-S) | WB - TR | 0.68 | 37.6 | D | 0.72 | 40.1 | D | | 1.18 | 128.6 | F | 1.26 | 162.5 | F | * |
| | NB - L | 0.31 | 11.2 | B | 0.32 | 11.5 | B | | 0.14 | 8.3 | A | 0.16 | 8.6 | A | |
| | NB - T | 0.51 | 11.7 | B | 0.52 | 11.9 | B | | 0.63 | 13.4 | B | 0.65 | 13.9 | B | |
| | SB - TR | 1.10 | 74.2 | E | 1.13 | 84.3 | F | * | 1.14 | 92.7 | F | 1.29 | 155.0 | F | * |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.55 | 33.1 | C | 0.55 | 33.1 | C | | 0.39 | 26.3 | C | 0.39 | 26.3 | C | |
| 4th Avenue (N-S) | NB - TR | 0.50 | 18.1 | B | 0.51 | 18.3 | B | | 0.73 | 25.8 | C | 0.76 | 26.4 | C | |
| | SB - L | 0.48 | 25.2 | C | 0.49 | 25.9 | C | | 0.62 | 49.4 | D | 0.66 | 55.9 | E | * |
| | SB - T | 0.61 | 20.3 | C | 0.61 | 20.5 | C | | 0.70 | 25.6 | C | 0.73 | 26.5 | C | |
| 64. Saint Marks Pl-Saint Marks Ave (EB) @ | EB - LTR | 0.68 | 29.1 | C | 0.68 | 29.1 | C | | 0.54 | 24.8 | C | 0.54 | 24.8 | C | |
| 5th Avenue (N-S) | NB - TR | 0.61 | 20.0 | B | 0.61 | 20.1 | C | | 0.83 | 28.1 | C | 0.84 | 28.7 | C | |
| | SB - LT | 0.60 | 19.4 | B | 0.60 | 19.5 | B | | 0.59 | 19.4 | B | 0.60 | 19.7 | B | |
| 65. Saint Marks Avenue (EB) @ | EB - LTR | 0.81 | 41.6 | D | 0.81 | 41.6 | D | | 0.86 | 45.4 | D | 0.86 | 45.4 | D | |
| Vanderbilt Avenue (N-S) | NB - TR | 0.52 | 11.5 | B | 0.53 | 11.6 | B | | 0.72 | 15.8 | B | 0.74 | 16.6 | B | |
| | SB - L | 0.15 | 7.3 | A | 0.15 | 7.3 | A | | 0.16 | 7.3 | A | 0.16 | 7.3 | A | |
| | SB - T | 0.99 | 27.7 | C | 1.00 | 29.9 | C | | 0.84 | 14.6 | B | 0.88 | 15.8 | B | |
| 66. Prospect Place (WB) @ | WB - LTR | 0.64 | 35.3 | D | 0.64 | 35.3 | D | | 0.83 | 41.6 | D | 0.83 | 41.6 | D | |
| Vanderbilt Avenue (N-S) | NB - L | 0.14 | 8.0 | A | 0.15 | 8.1 | A | | 0.17 | 8.4 | A | 0.18 | 8.5 | A | |
| | NB - T | 0.51 | 11.1 | B | 0.52 | 11.3 | B | | 0.59 | 12.4 | B | 0.61 | 12.8 | B | |
| | SB - TR | 1.10 | 67.8 | E | 1.11 | 71.9 | E | * | 1.12 | 80.6 | F | 1.16 | 98.1 | F | * |
| 67. Park Place (EB) @ | EB - LTR | 0.94 | 47.6 | D | 0.94 | 47.6 | D | | 0.93 | 48.1 | D | 0.93 | 48.1 | D | |
| Vanderbilt Avenue (N-S) | NB - TR | 0.36 | 9.4 | A | 0.37 | 9.5 | A | | 0.58 | 12.5 | B | 0.60 | 12.9 | B | |
| | SB - L | 0.26 | 7.8 | A | 0.26 | 7.8 | A | | 0.20 | 7.4 | A | 0.20 | 7.5 | A | |
| | SB - T | 0.98 | 22.3 | C | 0.99 | 24.3 | C | | 0.82 | 14.1 | B | 0.87 | 15.2 | B | |
| 68. Union Street (E-W) @ | EB - LTR | 0.77 | 27.5 | C | 0.77 | 27.5 | C | | 0.85 | 31.9 | C | 0.85 | 31.9 | C | |
| 5th Avenue (N-S) | WB - LTR | 0.46 | 20.1 | C | 0.46 | 20.1 | C | | 0.67 | 25.0 | C | 0.67 | 25.0 | C | |
| | NB - LTR | 0.80 | 29.5 | C | 0.81 | 29.7 | C | | 1.09 | 76.3 | E | 1.10 | 80.4 | F | * |
| | SB - LTR | 0.77 | 27.8 | C | 0.77 | 27.9 | C | | 1.10 | 78.1 | E | 1.11 | 82.7 | F | * |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.85 | 30.7 | C | 0.85 | 30.7 | C | | 0.65 | 22.1 | C | 0.65 | 22.1 | C | |
| Washington Avenue (N-S) | EB - R | 0.14 | 17.6 | B | 0.14 | 17.6 | B | | 0.46 | 22.0 | C | 0.46 | 22.0 | C | |
| | WB - L (ML) | 0.97 | 115.4 | F | 0.97 | 115.4 | F | | 0.79 | 50.7 | D | 0.79 | 50.7 | D | |
| | WB - T (ML) | 0.56 | 23.1 | C | 0.56 | 23.1 | C | | 0.65 | 21.9 | C | 0.65 | 21.9 | C | |
| | WB - TR (SR) | 0.36 | 20.9 | C | 0.36 | 20.9 | C | | 0.37 | 19.3 | B | 0.37 | 19.3 | B | |
| | NB - LTR | 1.30 | 180.1 | F | 1.35 | 201.1 | F | * | 1.55 | 282.1 | F | 1.62 | 311.4 | F | * |
| | SB - L | 0.65 | 24.7 | C | 0.66 | 25.0 | C | | 0.63 | 23.2 | C | 0.65 | 25.0 | C | |
| | SB - TR | 1.13 | 98.7 | F | 1.14 | 103.2 | F | * | 0.72 | 25.6 | C | 0.75 | 26.9 | C | |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.95 | 31.4 | C | 0.95 | 31.4 | C | | | | | | | | |
| Washington Avenue (N-S) | EB - R | 0.17 | 16.0 | B | 0.17 | 16.0 | B | | | | | | | | |
| (90s Weekday Pregame Cycle) | WB - L (ML) | 0.94 | 95.4 | F | 0.94 | 95.4 | F | | | | | | | | |
| | WB - T (ML) | 0.62 | 21.4 | C | 0.62 | 21.4 | C | | | | | | | | |
| | WB - TR (SR) | 0.40 | 19.5 | B | 0.40 | 19.5 | B | | | | | | | | |
| | NB - LTR | 1.27 | 157.3 | F | 1.32 | 179.0 | F | * | | | | | | | |
| | SB - L | 0.59 | 16.9 | B | 0.60 | 17.1 | B | | | | | | | | |
| | SB - TR | 1.13 | 90.7 | F | 1.14 | 95.2 | F | * | | | | | | | |
| 70. Bergen Street (WB) @ | WB - LTR | 0.89 | 21.9 | C | 0.91 | 23.3 | C | | 1.00 | 50.0 | D | 1.12 | 87.8 | F | * |
| 6th Avenue (N-S) | NB - LT | 0.78 | 24.3 | C | 0.80 | 25.7 | C | | 0.55 | 13.3 | B | 0.59 | 14.1 | B | |
| | SB - TR | 0.58 | 14.9 | B | 0.59 | 15.1 | B | | 0.60 | 13.0 | B | 0.64 | 13.8 | B | |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | SATURDAY MD PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | No-Action | | | With-Action | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | |
| 71. Union Street (E-W) @ | EB - LTR | 1.02 | 66.5 | E | 1.02 | 66.5 | E | 0.78 | 30.4 | C | 0.78 | 30.4 | C | |
| 4th Avenue (N-S) | WB - LTR | 1.16 | 145.0 | F | 1.16 | 145.0 | F | 0.68 | 27.5 | C | 0.68 | 27.5 | C | |
| | NB - TR | 0.34 | 11.1 | B | 0.35 | 11.2 | B | 1.05 | 65.9 | E | 1.07 | 75.7 | E | * |
| | SB - L | 0.23 | 11.6 | B | 0.24 | 11.7 | B | 0.70 | 65.3 | E | 0.70 | 65.3 | E | |
| | SB - TR | 0.54 | 13.9 | B | 0.55 | 14.0 | B | 0.95 | 46.8 | D | 0.98 | 52.7 | D | * |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

***** - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-5a**
**Future With Phase II With Mitigation Traffic Level of Service Analysis - 8-9 AM**

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 1.27 | 175.6 | F | 1.27 | 175.6 | F | | 1.21 | 147.1 | F | |
| Flatbush Avenue Extension (N-S) | EB - T | 1.25 | 156.7 | F | 1.25 | 156.7 | F | | 1.25 | 156.7 | F | |
| | EB - R | 1.29 | 175.0 | F | 1.29 | 175.0 | F | | 1.29 | 175.0 | F | |
| | WB - L | 1.35 | 207.6 | F | 1.37 | 217.3 | F | * | 1.30 | 185.5 | F | |
| | WB - TR | 1.10 | 89.6 | F | 1.10 | 89.6 | F | | 1.10 | 89.6 | F | |
| | WB - R | 1.30 | 181.8 | F | 1.30 | 181.8 | F | | 1.30 | 181.8 | F | |
| | NB - L | 0.84 | 29.7 | C | 0.83 | 29.5 | C | | 0.86 | 37.3 | D | |
| | NB - T | 0.87 | 33.9 | C | 0.89 | 35.0 | C | | 0.91 | 36.6 | D | |
| | NB - R (Unsignalized) | 0.74 | 24.6 | C | 0.77 | 26.8 | D | | 0.77 | 26.8 | D | |
| | SB - T | 0.84 | 46.4 | D | 0.85 | 47.3 | D | | 0.85 | 47.3 | D | |
| | SB - R | 0.49 | 39.6 | D | 0.49 | 39.6 | D | | 0.49 | 39.6 | D | |
| 2. Myrtle Avenue (E-W) @ | EB - LTR | 0.53 | 28.3 | C | 0.53 | 28.3 | C | | 0.54 | 29.2 | C | |
| Gold St-Flatbush Ave Extension (N-S) | WB - L | 0.73 | 47.0 | D | 0.73 | 47.0 | D | | 0.75 | 50.2 | D | |
| | WB - TR | 0.57 | 28.6 | C | 0.57 | 28.6 | C | | 0.58 | 29.5 | C | |
| | NB - TR | 1.18 | 111.2 | F | 1.20 | 122.9 | F | * | 1.18 | 113.7 | F | |
| | SB - TR | 0.88 | 31.2 | C | 0.89 | 32.0 | C | | 0.87 | 30.4 | C | |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 1.24 | 149.9 | F | 1.26 | 158.0 | F | * | 1.26 | 158.0 | F | * |
| Flatbush Avenue Extension (N-S) | NB - T | 1.02 | 52.3 | D | 1.04 | 59.5 | E | * | 1.04 | 59.5 | E | * |
| | SB - TR | 0.85 | 29.7 | C | 0.86 | 30.4 | C | | 0.86 | 30.4 | C | |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.51 | 43.4 | D | 0.51 | 43.4 | D | | 0.53 | 44.9 | D | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 1.13 | 119.2 | F | 1.13 | 119.2 | F | | 1.14 | 121.6 | F | |
| | WB - R | 0.68 | 29.1 | C | 0.68 | 29.1 | C | | 0.65 | 28.5 | C | |
| | NB - T | 1.05 | 68.6 | E | 1.07 | 77.9 | E | * | 1.05 | 69.1 | E | |
| | SB - L | 1.41 | 250.2 | F | 1.41 | 250.2 | F | | 1.41 | 250.2 | F | |
| | SB - T | 0.63 | 17.3 | B | 0.64 | 17.5 | B | | 0.63 | 16.8 | B | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) @ | EB - L | 0.83 | 56.7 | E | 0.83 | 56.7 | E | | 0.83 | 56.7 | E | |
| | EB - LT | 0.67 | 41.6 | D | 0.67 | 41.6 | D | | 0.67 | 41.6 | D | |
| Flatbush Avenue Ext (N-S) | NB - TR | 1.18 | 111.5 | F | 1.20 | 121.1 | F | * | 1.20 | 121.1 | F | * |
| | SB - L | 0.78 | 62.2 | E | 0.78 | 62.3 | E | | 0.78 | 62.3 | E | |
| | SB - T | 0.53 | 12.9 | B | 0.54 | 13.1 | B | | 0.54 | 13.1 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 1.26 | 152.2 | F | 1.29 | 162.9 | F | * | 1.26 | 152.0 | F | |
| Flatbush Avenue (N-S) | SB-TR | 0.82 | 32.7 | C | 0.84 | 33.7 | C | | 0.83 | 32.3 | C | |
| | SB - R | 0.97 | 55.4 | E | 0.97 | 55.4 | E | | 0.95 | 51.3 | D | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.51 | 24.4 | C | 0.53 | 24.7 | C | | 0.53 | 24.7 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.61 | 39.6 | D | 0.61 | 39.6 | D | | 0.61 | 39.6 | D | |
| | WB - TR | 0.77 | 40.1 | D | 0.84 | 43.0 | D | | 0.84 | 43.0 | D | |
| | WB - R | 0.79 | 50.1 | D | 0.87 | 58.0 | E | * | 0.87 | 58.0 | E | * |
| | NB - LT | 1.21 | 128.7 | F | 1.21 | 130.4 | F | | 1.21 | 130.4 | F | |
| | SB - LT | 0.63 | 25.4 | C | 0.65 | 25.8 | C | | 0.65 | 25.8 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.95 | 48.5 | D | 1.05 | 73.7 | E | * | 1.05 | 73.7 | E | * |
| Flatbush Avenue (N-S) | WB - R | 0.14 | 19.8 | B | 0.14 | 19.8 | B | | 0.14 | 19.8 | B | |
| | NB - T | 0.69 | 25.9 | C | 0.69 | 25.9 | C | | 0.69 | 25.9 | C | |
| | SB - TR | 1.01 | 60.7 | E | 1.01 | 60.7 | E | | 1.01 | 60.7 | E | |
| 18. Tillary Street (E-W) @ | EB - TR | 0.66 | 42.1 | D | 0.66 | 42.1 | D | | 0.66 | 42.1 | D | |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.12 | 131.6 | F | 1.12 | 131.6 | F | | 1.12 | 131.6 | F | |
| | WB - T | 0.58 | 39.7 | D | 0.58 | 39.7 | D | | 0.58 | 39.7 | D | |
| | WB - R | 1.12 | 106.7 | F | 1.12 | 106.7 | F | | 1.12 | 106.7 | F | |
| | NB - T (ML) | 1.10 | 90.1 | F | 1.16 | 114.9 | F | * | 1.16 | 114.9 | F | * |
| | NB - TR (SR) | 1.29 | 172.9 | F | 1.29 | 173.8 | F | | 1.29 | 173.8 | F | |
| | SB - L (ML) | 0.63 | 38.9 | D | 0.63 | 38.8 | D | | 0.63 | 38.8 | D | |
| | SB - T (ML) | 0.56 | 21.8 | C | 0.57 | 22.0 | C | | 0.57 | 22.0 | C | |
| | SB - R (SR) | 0.02 | 14.7 | B | 0.02 | 14.7 | B | | 0.02 | 14.7 | B | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.53 | 9.9 | A | 0.53 | 9.9 | A | | 0.54 | 10.6 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.81 | 16.0 | B | 0.81 | 16.0 | B | | 0.82 | 17.2 | B | |
| | NB - LTR | 1.31 | 175.6 | F | 1.38 | 208.4 | F | * | 1.30 | 170.9 | F | |
| | SB - LTR | 1.34 | 197.6 | F | 1.40 | 225.4 | F | * | 1.30 | 179.9 | F | |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 0.80 | 15.2 | B | 0.80 | 15.2 | B | | 0.83 | 16.8 | B | |
| Vanderbilt Avenue (N-S) | NB - LT | 1.37 | 187.4 | F | 1.45 | 223.1 | F | * | 1.32 | 165.2 | F | |
| | SB - TR | 0.68 | 25.5 | C | 0.70 | 26.4 | C | | 0.66 | 24.0 | C | |
| 22. Fulton Street (E-W) @ | EB - LT | 0.67 | 19.9 | B | 0.67 | 19.9 | B | | 0.67 | 19.9 | B | |
| Carlton Avenue (NB) | WB - TR | 1.02 | 41.9 | D | 1.02 | 41.9 | D | | 1.02 | 41.9 | D | |
| | NB - LTR | 1.10 | 78.6 | E | 1.14 | 98.1 | F | * | 1.14 | 98.1 | F | * |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.76 | 23.3 | C | 0.76 | 23.3 | C | | 0.76 | 23.3 | C | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.98 | 37.3 | D | 0.98 | 37.3 | D | | 0.98 | 37.3 | D | |
| | NB - L | 1.25 | 145.8 | F | 1.33 | 181.9 | F | * | 1.33 | 181.9 | F | * |
| | NB - TR | 1.10 | 77.9 | E | 1.16 | 101.8 | F | * | 1.16 | 101.8 | F | * |
| | SB - L | 0.52 | 36.5 | D | 0.52 | 36.5 | D | | 0.52 | 36.5 | D | |
| | SB - TR | 0.87 | 39.4 | D | 0.91 | 44.4 | D | | 0.91 | 44.4 | D | |
| 26. State Street (EB) @ | EB - LTR | 0.52 | 37.8 | D | 0.52 | 37.8 | D | | 0.52 | 37.8 | D | |
| Boerum Place (N-S) | NB - TR | 0.58 | 15.2 | B | 0.60 | 15.5 | B | | 0.60 | 15.5 | B | |
| | SB - L | - | - | - | - | - | - | | 0.84 | 61.7 | E | |
| | SB-T | - | - | - | - | - | - | | 0.41 | 12.8 | B | |
| | SB - LT | 0.68 | 28.8 | C | 0.69 | 32.3 | C | | - | 17.9 | B | |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 1.11 | 98.7 | F | 1.14 | 111.9 | F | * | 1.14 | 111.9 | F | * |
| Clinton Street (NB) | WB - TR | 0.77 | 32.8 | C | 0.79 | 33.8 | C | | 0.79 | 33.8 | C | |
| | NB - LTR | 1.00 | 52.8 | D | 1.00 | 52.8 | D | | 1.00 | 52.8 | D | |
| 30. Atlantic Avenue (E-W) @ | EB - L | 1.01 | 45.4 | D | 1.03 | 51.9 | D | * | 1.01 | 45.8 | D | |
| Boerum Place (SB) | EB - TR | 1.33 | 192.0 | F | 1.36 | 207.6 | F | * | 1.33 | 190.7 | F | |
| | WB - LT | 1.12 | 102.5 | F | 1.18 | 129.8 | F | * | 1.13 | 105.4 | F | |
| | WB - R | 1.11 | 70.6 | E | 1.17 | 94.9 | F | * | 1.17 | 93.8 | F | * |
| | SB - L | 0.62 | 32.1 | C | 0.63 | 32.5 | C | | 0.65 | 33.5 | C | |
| | SB - T | 0.36 | 27.9 | C | 0.36 | 27.9 | C | | 0.37 | 28.7 | C | |
| | SB - R | 0.61 | 36.8 | D | 0.61 | 36.8 | D | | 0.63 | 38.4 | D | |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 1.58 | 290.6 | F | 1.65 | 322.7 | F | * | 1.65 | 322.7 | F | * |
| Smith Street (NB) | WB - TR | 1.15 | 99.3 | F | 1.21 | 122.2 | F | * | 1.21 | 122.2 | F | * |
| | NB - L | 0.76 | 39.9 | D | 0.76 | 39.9 | D | | 0.76 | 39.9 | D | |
| | NB - TR | 1.08 | 94.2 | F | 1.08 | 94.2 | F | | 1.08 | 94.2 | F | |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.73 | 22.4 | C | 0.75 | 23.1 | C | | 0.72 | 20.3 | C | |
| Bond Street (NB) | WB - TR | 1.13 | 87.4 | F | 1.19 | 111.3 | F | * | 1.14 | 86.8 | F | |
| | NB - L | 0.58 | 33.6 | C | 0.58 | 33.6 | C | | 0.64 | 37.1 | D | |
| | NB - TR | 0.46 | 30.7 | C | 0.46 | 30.7 | C | | 0.49 | 33.3 | C | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.62 | 19.3 | B | 0.64 | 19.8 | B | | 0.61 | 17.5 | B | |
| Nevins Street (SB) | EB - R | 0.28 | 14.8 | B | 0.28 | 14.8 | B | | 0.27 | 13.2 | B | |
| | WB - LT | 1.29 | 160.2 | F | 1.36 | 193.5 | F | * | 1.29 | 157.0 | F | |
| | SB - L | 0.25 | 27.4 | C | 0.25 | 27.4 | C | | 0.27 | 29.6 | C | |
| | SB - TR | 0.90 | 42.2 | D | 0.90 | 42.2 | D | | 0.75 | 37.2 | D | |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.53 | 24.5 | C | 0.60 | 26.0 | C | | 0.60 | 26.0 | C | |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.37 | 12.2 | B | 0.51 | 15.6 | B | | 0.55 | 17.6 | B | |
| | WB - TR | 0.65 | 17.0 | B | 0.70 | 18.1 | B | | 0.72 | 19.7 | B | |
| | NB - L | 0.38 | 35.4 | D | 0.44 | 37.6 | D | | 0.42 | 35.2 | D | |
| | NB - TR | 1.08 | 104.0 | F | 1.14 | 124.3 | F | * | 1.08 | 100.5 | F | |
| | SB - L | 1.25 | 215.2 | F | 1.32 | 246.8 | F | * | 1.06 | 144.4 | F | |
| | SB - TR | 0.27 | 31.8 | C | 0.27 | 31.8 | C | | 0.26 | 30.2 | C | |
| 40. Atlantic Avenue (E-W) @ | EB - L | 1.64 | 367.7 | F | 1.67 | 379.9 | F | * | 1.67 | 379.9 | F | * |
| Carlton Avenue (NB) | EB - TR | 0.47 | 13.5 | B | 0.48 | 13.7 | B | | 0.48 | 13.7 | B | |
| | WB - L | 0.59 | 20.8 | C | 0.77 | 33.0 | C | | 0.77 | 33.0 | C | |
| | WB - TR | 0.85 | 21.3 | C | 0.86 | 22.1 | C | | 0.86 | 22.1 | C | |
| | NB - LTR | 1.35 | 204.4 | F | 1.72 | 370.4 | F | * | 1.72 | 370.4 | F | * |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.72 | 32.3 | C | 0.74 | 32.9 | C | | 0.74 | 32.9 | C | |
| Vanderbilt Avenue (N-S) | EB - R | 0.31 | 25.6 | C | 0.39 | 27.5 | C | | 0.28 | 15.1 | B | |
| | WB - L | 0.78 | 25.3 | C | 0.85 | 32.0 | C | | 0.85 | 32.0 | C | |
| | WB - TR | 1.21 | 127.7 | F | 1.23 | 134.3 | F | * | 1.23 | 134.3 | F | * |
| | NB - L | 1.02 | 86.5 | F | 1.14 | 129.1 | F | * | 1.14 | 129.1 | F | * |
| | NB - T | 1.09 | 92.4 | F | 1.14 | 112.0 | F | * | 1.14 | 112.0 | F | * |
| | NB - R | 0.46 | 28.8 | C | 0.54 | 30.8 | C | | 0.54 | 30.8 | C | |
| | SB - TR | 0.72 | 40.6 | D | 0.76 | 42.2 | D | | 0.76 | 42.2 | D | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 43. Atlantic Avenue (E-W) @ | EB - T | 0.69 | 20.4 | C | 0.72 | 21.3 | C | | 0.71 | 20.4 | C | |
| Clinton Avenue (SB) | WB - TR | 1.06 | 55.3 | E | 1.07 | 61.7 | E | * | 1.05 | 54.6 | D | |
| | SB - LR | 0.51 | 33.8 | C | 0.51 | 33.8 | C | | 0.52 | 34.8 | C | |
| 46. Atlantic Avenue (E-W) @ | EB - TR | 0.58 | 15.1 | B | 0.60 | 15.6 | B | | 0.60 | 15.6 | B | |
| Grand Avenue (SB) | WB - L | 0.80 | 36.5 | D | 0.87 | 48.4 | D | * | 0.87 | 48.4 | D | * |
| | WB - T | 0.97 | 29.5 | C | 0.98 | 32.0 | C | | 0.98 | 32.0 | C | |
| | SB - LTR | 1.00 | 60.1 | E | 1.00 | 60.1 | E | | 1.00 | 60.1 | E | |
| 52. Dean Street (EB) @ | EB - LTR | 0.33 | 15.5 | B | 0.34 | 15.7 | B | | 0.34 | 16.3 | B | |
| 4th Avenue (N-S) | NB - TR | 1.06 | 76.5 | E | 1.10 | 89.5 | F | * | 1.07 | 79.0 | E | |
| | SB - T | 0.55 | 32.9 | C | 0.55 | 32.9 | C | | 0.54 | 31.9 | C | |
| 53. Dean Street (EB) @ | EB - LTR | 1.09 | 121.7 | F | 1.21 | 166.9 | F | * | 1.08 | 115.2 | F | |
| 5th Avenue (N-S) | NB - TR | 1.19 | 148.5 | F | 1.20 | 151.9 | F | * | 1.16 | 136.5 | F | |
| | SB - L | 0.15 | 7.9 | A | 0.21 | 8.5 | A | | 0.22 | 9.5 | A | |
| | SB - T | 0.24 | 7.1 | A | 0.24 | 7.1 | A | | 0.25 | 8.3 | A | |
| 54. Dean Street (EB) @ | EB - L | 0.76 | 29.8 | C | 1.53 | 279.3 | F | * | 1.41 | 225.9 | F | * |
| 6th Avenue (N-S) | EB - TR | 0.59 | 22.5 | C | 0.72 | 26.8 | C | | 0.68 | 24.3 | C | |
| | NB - TR | 0.55 | 11.9 | B | 0.62 | 13.3 | B | | 0.65 | 14.5 | B | |
| | SB - LT | 0.48 | 11.4 | B | 0.52 | 12.0 | B | | 0.53 | 13.0 | B | |
| 56. Dean Street (EB) @ | EB - L | 0.29 | 27.0 | C | 0.34 | 27.9 | C | | 0.36 | 29.0 | C | |
| Vanderbilt Avenue (N-S) | EB - TR | 0.98 | 68.8 | E | 1.45 | 248.8 | F | * | - | - | - | |
| | EB - T | - | - | - | - | - | - | | 0.57 | 34.7 | C | |
| | EB - R | - | - | - | - | - | - | | 1.09 | 104.0 | F | |
| | EB - LTR | - | 58.5 | E | - | 193.6 | F | * | - | 71.5 | E | * |
| | NB - TR | 1.15 | 86.6 | F | 1.16 | 90.8 | F | * | 1.14 | 81.1 | F | |
| | SB - L | 0.52 | 17.4 | B | 0.52 | 17.6 | B | | 0.50 | 16.2 | B | |
| | SB - T | 0.74 | 16.5 | B | 0.75 | 16.7 | B | | 0.73 | 15.6 | B | |
| 58. Dean Street (EB) @ | EB - LT | - | - | - | - | - | - | | 0.55 | 19.8 | B | |
| Washington Avenue (N-S) | EB - R | - | - | - | - | - | - | | 0.41 | 17.7 | B | |
| | EB - LTR | 0.88 | 37.6 | D | 0.95 | 48.9 | D | * | - | 19.0 | B | |
| | NB - TR | 1.04 | 41.3 | D | 1.04 | 41.3 | D | | 1.04 | 41.3 | D | |
| | SB - LT | 0.80 | 19.8 | B | 0.80 | 19.8 | B | | 0.80 | 19.8 | B | |
| 59. Bergen Street (WB) @ | WB - LTR | 1.02 | 50.6 | D | 1.11 | 85.2 | F | * | 0.92 | 30.5 | C | |
| 4th Avenue (N-S) | NB - L | 1.11 | 114.7 | F | 1.11 | 114.7 | F | | 1.11 | 114.7 | F | |
| | NB - T | 0.90 | 39.3 | D | 0.91 | 40.1 | D | | 0.91 | 40.1 | D | |
| | SB - TR | 0.69 | 37.1 | D | 0.69 | 37.1 | D | | 0.69 | 37.1 | D | |
| 60. Bergen Street (WB) @ | WB - L | 0.73 | 47.4 | D | 0.76 | 49.1 | D | | 0.65 | 40.2 | D | |
| 5th Avenue (N-S) | WB - TR | 1.33 | 197.8 | F | 1.48 | 265.5 | F | * | 1.33 | 195.9 | F | |
| | NB - LT | 0.62 | 16.6 | B | 0.63 | 16.6 | B | | 0.66 | 19.9 | B | |
| | SB - TR | 0.28 | 11.1 | B | 0.28 | 11.1 | B | | 0.30 | 13.1 | B | |
| 61. Bergen Street (WB) @ | WB - TR | 1.25 | 139.3 | F | 1.40 | 203.0 | F | * | 1.22 | 122.6 | F | |
| Carlton Avenue (NB) | NB - LT | 0.74 | 15.4 | B | 0.75 | 15.6 | B | | 0.82 | 21.1 | C | |

| | LANE GROUP | WEEKDAY AM PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 62. Bergen Street (WB) @ Vanderbilt Avenue (N-S) | WB - L | 0.38 | 27.7 | C | 0.38 | 27.7 | C | | 0.38 | 27.7 | C | |
| | WB - T | - | - | - | - | - | - | | 0.82 | 38.3 | D | |
| | WB - R | - | - | - | - | - | - | | 0.33 | 27.2 | C | |
| | WB - TR | 1.22 | 142.0 | F | 1.25 | 154.4 | F | * | - | 34.0 | C | |
| | NB - L | 0.40 | 9.5 | A | 0.48 | 10.5 | B | | 0.48 | 10.5 | B | |
| | NB - T | 1.09 | 58.9 | E | 1.09 | 60.9 | E | | 1.09 | 60.9 | E | |
| | SB - TR | 1.14 | 91.6 | F | 1.28 | 149.1 | F | * | 1.28 | 149.1 | F | * |
| 63. Saint Marks Place (EB) @ 4th Avenue (N-S) | EB - LTR | 0.33 | 17.6 | B | 0.33 | 17.6 | B | | 0.34 | 18.2 | B | |
| | NB - TR | 1.09 | 78.6 | E | 1.10 | 85.4 | F | * | 1.08 | 74.7 | E | |
| | SB - L | 0.50 | 51.6 | D | 0.50 | 51.6 | D | | 0.50 | 51.0 | D | |
| | SB - T | 0.72 | 34.7 | C | 0.76 | 36.4 | D | | 0.75 | 35.1 | D | |
| 65. Saint Marks Avenue (EB) @ Vanderbilt Avenue (N-S) | EB - LTR | 1.13 | 93.3 | F | 1.13 | 93.3 | F | | 1.13 | 93.3 | F | |
| | NB - TR | 1.09 | 57.6 | E | 1.10 | 65.0 | E | * | 1.10 | 65.0 | E | * |
| | SB - L | 0.35 | 9.3 | A | 0.36 | 9.3 | A | | 0.36 | 9.3 | A | |
| | SB - T | 0.96 | 23.5 | C | 1.00 | 32.9 | C | | 1.00 | 32.9 | C | |
| 66. Prospect Place (WB) @ Vanderbilt Avenue (N-S) | WB - LT | - | - | - | - | - | - | | 0.92 | 37.6 | D | |
| | WB - R | - | - | - | - | - | - | | 0.37 | 28.6 | C | |
| | WB - LTR | 1.09 | 77.7 | E | 1.09 | 77.7 | E | | - | 35.6 | D | |
| | NB - L | 0.53 | 10.3 | B | 0.55 | 10.6 | B | | 0.52 | 9.2 | A | |
| | NB - T | 1.09 | 60.4 | E | 1.10 | 66.0 | E | * | 1.07 | 48.7 | D | |
| | SB - TR | 1.10 | 69.3 | E | 1.15 | 90.8 | F | * | 1.11 | 72.2 | E | |
| 69. Eastern Parkway (E-W) @ Washington Avenue (N-S) | EB - T | 0.80 | 29.8 | C | 0.80 | 29.8 | C | | 0.80 | 29.8 | C | |
| | EB - R | 0.33 | 20.3 | C | 0.33 | 20.3 | C | | 0.33 | 20.3 | C | |
| | WB - L (ML) | 1.18 | 144.2 | F | 1.18 | 144.2 | F | | 1.18 | 144.2 | F | |
| | WB - T (ML) | 0.87 | 30.7 | C | 0.87 | 30.7 | C | | 0.87 | 30.7 | C | |
| | WB - TR (SR) | 0.89 | 37.7 | D | 0.89 | 37.7 | D | | 0.89 | 37.7 | D | |
| | NB - LTR | 1.19 | 130.6 | F | 1.22 | 141.7 | F | * | 1.18 | 127.0 | F | |
| | SB - L | 0.69 | 31.8 | C | 0.69 | 32.2 | C | | 0.70 | 32.5 | C | |
| | SB - TR | 0.62 | 30.1 | C | 0.65 | 31.1 | C | | 0.65 | 31.1 | C | |
| 70. Bergen Street (WB) @ 6th Avenue (N-S) | WB - LTR | 0.99 | 28.3 | C | 1.13 | 79.5 | E | * | 1.04 | 42.2 | D | |
| | NB - LT | 0.75 | 20.8 | C | 0.78 | 22.1 | C | | 0.90 | 33.0 | C | |
| | SB - TR | 0.45 | 14.0 | B | 0.48 | 14.6 | B | | 0.53 | 16.7 | B | |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

* - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-5b**
**Future With Phase II With Mitigation Traffic Level of Service Analysis - 12-1 PM Midday**

| | LANE GROUP | WEEKDAY MD PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ Flatbush Avenue Extension (N-S) | EB - L | 0.95 | 61.2 | E | 0.95 | 61.2 | E | | 0.91 | 55.4 | E | |
| | EB - T | 1.20 | 134.0 | F | 1.20 | 134.0 | F | | 1.20 | 134.0 | F | |
| | EB - R | 1.51 | 276.1 | F | 1.51 | 276.1 | F | | 1.51 | 276.1 | F | |
| | WB - L | 1.32 | 200.4 | F | 1.34 | 209.3 | F | * | 1.27 | 179.6 | F | |
| | WB - TR | 0.73 | 42.1 | D | 0.73 | 42.1 | D | | 0.73 | 42.1 | D | |
| | WB - R | 1.05 | 95.7 | F | 1.05 | 95.7 | F | | 1.05 | 95.7 | F | |
| | NB - L | 0.79 | 30.1 | C | 0.78 | 30.0 | C | | 0.81 | 32.0 | C | |
| | NB - T | 0.42 | 23.6 | C | 0.43 | 23.8 | C | | 0.44 | 24.5 | C | |
| | NB - R (Unsignalized) | 0.86 | 34.0 | D | 0.87 | 35.4 | E | | 0.87 | 35.4 | E | |
| | SB - T | 0.79 | 43.8 | D | 0.80 | 44.3 | D | | 0.80 | 44.3 | D | |
| | SB - R | 0.86 | 64.3 | E | 0.86 | 64.3 | E | | 0.86 | 64.3 | E | |
| 2. Myrtle Avenue (E-W) @ Gold St-Flatbush Ave Extension (N-S) | EB - LTR | 0.56 | 27.1 | C | 0.56 | 27.1 | C | | 0.57 | 28.0 | C | |
| | WB - L | 0.57 | 36.1 | D | 0.57 | 36.1 | D | | 0.59 | 37.8 | D | |
| | WB - TR | 0.38 | 23.7 | C | 0.38 | 23.7 | C | | 0.39 | 24.5 | C | |
| | NB - TR | 1.03 | 58.5 | E | 1.04 | 62.5 | E | * | 1.02 | 56.0 | E | |
| | SB - TR | 0.90 | 34.7 | C | 0.92 | 35.7 | D | | 0.90 | 33.8 | C | |
| 5. Fulton Street (E-W) @ Flatbush Ave-Flatbush Ave Ext (N-S) | EB - LTR | 0.57 | 44.4 | D | 0.57 | 44.4 | D | | 0.57 | 44.4 | D | |
| | WB - LT | 0.77 | 59.3 | E | 0.77 | 59.3 | E | | 0.74 | 55.8 | E | |
| | WB - R | 0.61 | 28.8 | C | 0.61 | 28.8 | C | | 0.57 | 26.7 | C | |
| | NB - T | 1.00 | 60.0 | E | 1.01 | 63.2 | E | | 1.01 | 63.2 | E | |
| | SB - L | 1.46 | 269.7 | F | 1.46 | 269.7 | F | | 1.46 | 269.7 | F | |
| | SB - T | 0.70 | 19.5 | B | 0.71 | 19.8 | B | | 0.71 | 19.8 | B | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) @ Flatbush Avenue Ext (N-S) | EB - L | 0.86 | 63.2 | E | 0.86 | 63.2 | E | | 0.86 | 63.2 | E | |
| | EB - LT | 0.61 | 41.5 | D | 0.61 | 41.5 | D | | 0.61 | 41.5 | D | |
| | NB - TR | 1.19 | 119.5 | F | 1.20 | 124.4 | F | * | 1.20 | 124.4 | F | * |
| | SB - L | 0.82 | 66.2 | E | 0.82 | 66.3 | E | | 0.82 | 66.3 | E | |
| | SB - T | 0.55 | 12.2 | B | 0.56 | 12.3 | B | | 0.56 | 12.3 | B | |
| 9. Atlantic Avenue (E-W) @ Flatbush Avenue (N-S) | EB - T | 0.58 | 25.3 | C | 0.59 | 25.7 | C | | 0.58 | 24.9 | C | |
| | EB - R | 0.71 | 44.5 | D | 0.71 | 44.5 | D | | 0.69 | 42.5 | D | |
| | WB - TR | 0.84 | 42.4 | D | 0.87 | 44.0 | D | | 0.85 | 42.1 | D | |
| | WB - R | 1.15 | 134.2 | F | 1.20 | 150.8 | F | * | 1.16 | 136.8 | F | |
| | NB - LT | 0.84 | 32.8 | C | 0.84 | 32.8 | C | | 0.86 | 34.3 | C | |
| | SB - LT | 0.66 | 25.8 | C | 0.67 | 26.1 | C | | 0.68 | 27.0 | C | |
| 19. Myrtle Avenue (E-W) @ Vanderbilt Avenue (N-S) | EB - LTR | 0.71 | 16.9 | B | 0.71 | 16.9 | B | | 0.72 | 18.0 | B | |
| | WB - LTR | 0.52 | 12.2 | B | 0.52 | 12.2 | B | | 0.53 | 12.9 | B | |
| | NB - LTR | 1.14 | 114.7 | F | 1.18 | 131.1 | F | * | 1.11 | 102.1 | F | |
| | SB - LTR | 0.99 | 73.5 | E | 1.02 | 81.6 | F | * | 0.98 | 68.9 | E | |
| 20. Dekalb Avenue (WB) @ Vanderbilt Avenue (N-S) | WB - LTR | 0.93 | 26.0 | C | 0.93 | 26.0 | C | | 0.96 | 31.4 | C | |
| | NB - LT | 1.29 | 160.7 | F | 1.36 | 187.4 | F | * | 1.21 | 124.9 | F | |
| | SB - TR | 0.68 | 25.4 | C | 0.70 | 26.4 | C | | 0.67 | 24.0 | C | |
| 26. State Street (EB) @ Boerum Place (N-S) | EB - LTR | 0.55 | 39.1 | D | 0.55 | 39.1 | D | | 0.55 | 39.1 | D | |
| | NB - TR | 0.39 | 12.6 | B | 0.40 | 12.6 | B | | 0.40 | 12.6 | B | |
| | SB - L | - | - | - | - | - | - | | 0.73 | 32.9 | C | |
| | SB-DefL | 0.72 | 31.7 | C | 0.73 | 32.9 | C | | - | - | - | |
| | SB-T | 0.61 | 16.1 | B | 0.62 | 16.4 | B | | 0.58 | 15.6 | B | |
| | SB - LT | - | 18.5 | B | - | 18.8 | B | | - | 18.2 | B | |
| 28. Atlantic Avenue (E-W) @ Henry Street (NB) | EB - TR | 0.70 | 19.7 | B | 0.71 | 19.9 | B | | 0.69 | 18.9 | B | |
| | WB - LT | 1.21 | 122.6 | F | 1.23 | 132.0 | F | * | 1.20 | 116.5 | F | |
| | SB - LTR | 0.68 | 27.8 | C | 0.68 | 27.8 | C | | 0.71 | 29.4 | C | |

| | LANE GROUP | WEEKDAY MD PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 29. Atlantic Avenue (E-W) @ Clinton Street (N-S) | EB - LT | 1.19 | 120.1 | F | 1.21 | 130.5 | F | * | 1.18 | 115.1 | F | |
| | WB - TR | 0.98 | 36.2 | D | 0.99 | 38.6 | D | | 0.96 | 33.4 | C | |
| | NB - LTR | 0.92 | 33.5 | C | 0.92 | 33.5 | C | | 0.96 | 37.5 | D | |
| 30. Atlantic Avenue (E-W) @ Boerum Place (SB) | EB - L | 0.71 | 23.3 | C | 0.71 | 23.2 | C | | 0.73 | 24.8 | C | |
| | EB - TR | 1.28 | 168.5 | F | 1.32 | 183.4 | F | * | 1.27 | 160.6 | F | |
| | WB - LT | 1.37 | 206.3 | F | 1.42 | 228.7 | F | * | 1.32 | 183.3 | F | |
| | WB - R | 0.91 | 23.8 | C | 0.93 | 26.4 | C | | 0.91 | 22.7 | C | |
| | SB - L | 0.50 | 24.2 | C | 0.52 | 24.5 | C | | 0.52 | 24.5 | C | |
| | SB - T | 0.36 | 22.9 | C | 0.36 | 22.9 | C | | 0.36 | 22.9 | C | |
| | SB - R | 0.80 | 42.6 | D | 0.80 | 42.6 | D | | 0.80 | 42.6 | D | |
| 31. Atlantic Avenue (E-W) @ Smith Street (NB) | EB - LT | 1.26 | 144.3 | F | 1.30 | 165.5 | F | * | 1.30 | 165.5 | F | * |
| | WB - TR | 1.12 | 83.0 | F | 1.14 | 91.5 | F | * | 1.14 | 91.5 | F | * |
| | NB - L | 0.58 | 24.7 | C | 0.58 | 24.7 | C | | 0.58 | 24.7 | C | |
| | NB - TR | 1.08 | 84.2 | F | 1.08 | 84.2 | F | | 1.08 | 84.2 | F | |
| 34. Atlantic Avenue (E-W) @ Nevins Street (SB) | EB - T | 0.63 | 12.5 | B | 0.65 | 12.8 | B | | 0.64 | 12.1 | B | |
| | EB - R | 0.24 | 8.8 | A | 0.24 | 8.8 | A | | 0.24 | 8.3 | A | |
| | WB - LT | 1.08 | 65.8 | E | 1.12 | 79.6 | E | * | 1.09 | 68.7 | E | |
| | SB - L | 0.41 | 26.9 | C | 0.41 | 26.9 | C | | 0.43 | 27.8 | C | |
| | SB - TR | 0.88 | 34.4 | C | 0.88 | 34.4 | C | | 0.70 | 30.7 | C | |
| 41. Atlantic Avenue (E-W) @ Clermont Avenue (SB) | EB - L | 0.80 | 62.5 | E | 0.84 | 73.6 | E | * | 0.80 | 64.0 | E | |
| | EB - T | 0.51 | 13.7 | B | 0.53 | 13.9 | B | | 0.52 | 13.3 | B | |
| | WB - TR | 0.75 | 16.8 | B | 0.76 | 17.1 | B | | 0.75 | 16.2 | B | |
| | SB - LR | 0.50 | 26.8 | C | 0.50 | 26.8 | C | | 0.51 | 27.9 | C | |
| 42. Atlantic Avenue (E-W) @ Vanderbilt Avenue (N-S) | EB - T | 1.03 | 66.4 | E | 1.04 | 69.7 | E | | 1.00 | 57.7 | E | |
| | EB - R | 0.43 | 31.0 | C | 0.72 | 47.8 | D | * | 0.44 | 20.5 | C | |
| | WB - L | 0.63 | 26.3 | C | 0.74 | 32.0 | C | | 0.74 | 31.6 | C | |
| | WB - TR | 1.25 | 146.7 | F | 1.27 | 151.9 | F | * | 1.23 | 136.4 | F | |
| | NB - L | 0.38 | 13.3 | B | 0.47 | 15.3 | B | | 0.49 | 16.2 | B | |
| | NB - T | 0.53 | 18.6 | B | 0.56 | 19.1 | B | | 0.57 | 20.0 | C | |
| | NB - R | 0.14 | 13.1 | B | 0.17 | 13.5 | B | | 0.18 | 14.1 | B | |
| | SB - TR | 0.41 | 22.3 | C | 0.45 | 22.9 | C | | 0.45 | 22.9 | C | |
| 53. Dean Street (EB) @ 5th Avenue (N-S) | EB - LTR | 1.12 | 135.5 | F | 1.24 | 182.7 | F | * | 1.10 | 127.1 | F | |
| | NB - TR | 0.97 | 80.5 | F | 0.99 | 85.0 | F | * | 0.96 | 76.9 | E | |
| | SB - L | 0.16 | 7.0 | A | 0.22 | 7.6 | A | | 0.23 | 8.6 | A | |
| | SB - T | 0.24 | 7.1 | A | 0.24 | 7.1 | A | | 0.25 | 8.3 | A | |
| 54. Dean Street (EB) @ 6th Avenue (N-S) | EB - L | 0.52 | 21.3 | C | 1.22 | 154.8 | F | * | 1.22 | 154.8 | F | * |
| | EB - TR | 0.61 | 23.4 | C | 0.73 | 27.9 | C | | 0.73 | 27.9 | C | |
| | NB - TR | 0.25 | 8.8 | A | 0.27 | 9.1 | A | | 0.27 | 9.1 | A | |
| | SB - LT | 0.55 | 12.8 | B | 0.60 | 13.9 | B | | 0.60 | 13.9 | B | |
| 56. Dean Street (EB) @ Vanderbilt Avenue (N-S) | EB - L | 0.26 | 25.4 | C | 0.31 | 26.5 | C | | 0.31 | 26.5 | C | |
| | EB - TR | 0.59 | 33.2 | C | 0.77 | 42.7 | D | | - | - | - | |
| | EB - T | - | - | - | - | - | - | | 0.34 | 26.4 | C | |
| | EB - R | - | - | - | - | - | - | | 0.41 | 29.3 | C | |
| | EB - LTR | - | 30.7 | C | - | 38.0 | D | | - | 27.3 | C | |
| | NB - TR | 0.71 | 17.5 | B | 0.74 | 18.5 | B | | 0.74 | 18.5 | B | |
| | SB - L | 0.21 | 10.1 | B | 0.22 | 10.2 | B | | 0.22 | 10.2 | B | |
| | SB - T | 0.50 | 12.5 | B | 0.52 | 12.8 | B | | 0.52 | 12.8 | B | |
| 58. Dean Street (EB) @ Washington Avenue (N-S) | EB - LT | - | - | - | - | - | - | | 0.39 | 17.0 | B | |
| | EB - R | - | - | - | - | - | - | | 0.18 | 14.6 | B | |
| | EB - LTR | 0.55 | 20.2 | C | 0.58 | 21.1 | C | | - | 16.3 | B | |
| | NB - TR | 0.97 | 32.0 | C | 0.97 | 32.0 | C | | 0.97 | 32.0 | C | |
| | SB - LT | 0.68 | 16.9 | B | 0.68 | 16.9 | B | | 0.68 | 16.9 | B | |
| 59. Bergen Street (WB) @ 4th Avenue (N-S) | WB - LTR | 0.85 | 36.8 | D | 0.91 | 43.5 | D | | 0.75 | 29.2 | C | |
| | NB - L | 0.72 | 53.4 | D | 0.72 | 53.4 | D | | 0.72 | 53.4 | D | |
| | NB - T | 0.62 | 29.1 | C | 0.63 | 29.5 | C | | 0.63 | 29.5 | C | |
| | SB - TR | 0.71 | 33.2 | C | 0.71 | 33.2 | C | | 0.71 | 33.2 | C | |
| 60. Bergen Street (WB) @ 5th Avenue (N-S) | WB - L | 0.59 | 44.8 | D | 0.61 | 45.8 | D | | 0.53 | 39.8 | D | |
| | WB - TR | 1.09 | 112.3 | F | 1.18 | 147.0 | F | * | 1.09 | 109.1 | F | |
| | NB - LT | 0.59 | 16.7 | B | 0.60 | 16.9 | B | | 0.64 | 19.7 | B | |
| | SB - TR | 0.44 | 13.2 | B | 0.44 | 13.2 | B | | 0.46 | 15.0 | B | |

| | LANE GROUP | WEEKDAY MD PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS |
| 61. Bergen Street (WB) @ Carlton Avenue (NB) | WB - TR | 0.96 | 47.7 | D | 1.04 | 65.9 | E | * | 0.99 | 51.3 | D |
| | NB - LT | 0.23 | 8.3 | A | 0.25 | 8.4 | A | | 0.26 | 9.1 | A |
| 62. Bergen Street (WB) @ Vanderbilt Avenue (N-S) | WB - L | 0.36 | 28.3 | C | 0.36 | 28.3 | C | | 0.36 | 28.3 | C |
| | WB - T | - | - | - | - | - | - | | 0.68 | 35.4 | D |
| | WB - R | - | - | - | - | - | - | | 0.28 | 27.2 | C |
| | WB - TR | 1.01 | 75.5 | E | 1.06 | 90.2 | F | * | - | 32.3 | C |
| | NB - L | 0.10 | 7.6 | A | 0.11 | 7.7 | A | | 0.11 | 7.7 | A |
| | NB - T | 0.58 | 12.6 | B | 0.60 | 12.8 | B | | 0.60 | 12.8 | B |
| | SB - TR | 0.76 | 19.3 | B | 0.83 | 23.4 | C | | 0.83 | 23.4 | C |
| 66. Prospect Place (WB) @ Vanderbilt Avenue (N-S) | WB - LT | - | - | - | - | - | - | | 0.47 | 30.8 | C |
| | WB - R | - | - | - | - | - | - | | 0.18 | 26.5 | C |
| | WB - LTR | 0.62 | 34.7 | C | 0.62 | 34.7 | C | | - | 29.8 | C |
| | NB - L | 0.09 | 7.2 | A | 0.10 | 7.3 | A | | 0.10 | 7.3 | A |
| | NB - T | 0.55 | 11.8 | B | 0.56 | 12.0 | B | | 0.56 | 12.0 | B |
| | SB - TR | 0.82 | 19.1 | B | 0.84 | 20.4 | C | | 0.84 | 20.4 | C |
| 69. Eastern Parkway (E-W) @ Washington Avenue (N-S) | EB - T | 0.78 | 25.0 | C | 0.78 | 25.0 | C | | 0.78 | 25.0 | C |
| | EB - R | 0.43 | 19.9 | B | 0.43 | 19.9 | B | | 0.43 | 19.9 | B |
| | WB - L (ML) | 0.79 | 57.3 | E | 0.79 | 57.3 | E | | 0.79 | 57.3 | E |
| | WB - T (ML) | 0.59 | 20.9 | C | 0.59 | 20.9 | C | | 0.59 | 20.9 | C |
| | WB - TR (SR) | 0.68 | 25.8 | C | 0.68 | 25.8 | C | | 0.68 | 25.8 | C |
| | NB - LTR | 1.24 | 142.4 | F | 1.27 | 154.6 | F | * | 1.22 | 133.8 | F |
| | SB - L | 0.68 | 24.5 | C | 0.69 | 25.0 | C | | 0.70 | 25.4 | C |
| | SB - TR | 0.62 | 22.4 | C | 0.64 | 22.9 | C | | 0.64 | 22.9 | C |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

***** - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

## Table C-5c
## Future With Phase II With Mitigation Traffic Level of Service Analysis - 5-6 PM

| | LANE GROUP | WEEKDAY PM PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 0.75 | 50.8 | D | 0.75 | 50.8 | D | | 0.71 | 49.3 | D | |
| Flatbush Avenue Extension (N-S) | EB - T | 1.39 | 218.7 | F | 1.39 | 218.7 | F | | 1.39 | 218.7 | F | |
| | EB - R | 1.05 | 76.5 | E | 1.05 | 76.5 | E | | 1.05 | 76.5 | E | |
| | WB - L | 1.29 | 183.7 | F | 1.32 | 196.4 | F | * | 1.25 | 166.2 | F | |
| | WB - TR | 1.14 | 109.4 | F | 1.14 | 109.4 | F | | 1.14 | 109.4 | F | |
| | WB - R | 0.47 | 36.8 | D | 0.47 | 36.8 | D | | 0.47 | 36.8 | D | |
| | NB - L | 0.75 | 26.6 | C | 0.74 | 26.3 | C | | 0.79 | 29.7 | C | |
| | NB - T | 0.42 | 23.5 | C | 0.42 | 23.6 | C | | 0.43 | 24.4 | C | |
| | NB - R (Unsignalized) | 0.87 | 35.0 | E | 0.88 | 36.8 | E | | 0.88 | 36.8 | E | |
| | SB - T | 1.12 | 105.7 | F | 1.13 | 112.9 | F | * | 1.10 | 100.1 | F | |
| | SB - R | 0.67 | 46.2 | D | 0.67 | 46.2 | D | | 0.65 | 44.3 | D | |
| 3. Willoughby Street (E-W) @ | EB - L | 1.57 | 312.8 | F | 1.57 | 312.8 | F | | 1.57 | 312.8 | F | |
| Flatbush Avenue Extension (N-S) | EB - R | 0.72 | 37.5 | D | 0.72 | 37.5 | D | | 0.72 | 37.5 | D | |
| | WB - LTR | 0.90 | 50.5 | D | 0.90 | 50.5 | D | | 0.90 | 50.5 | D | |
| | NB - T | 0.70 | 24.7 | C | 0.71 | 24.9 | C | | 0.71 | 24.9 | C | |
| | SB - TR | 1.10 | 79.5 | E | 1.12 | 86.6 | F | * | 1.12 | 86.6 | F | * |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 0.92 | 52.5 | D | 0.93 | 54.0 | D | | 0.93 | 54.0 | D | |
| Flatbush Avenue Extension (N-S) | NB - T | 0.87 | 30.7 | C | 0.88 | 31.1 | C | | 0.88 | 31.1 | C | |
| | SB - TR | 1.13 | 92.7 | F | 1.14 | 100.1 | F | * | 1.14 | 100.1 | F | * |
| 5. Fulton Street (E-W) @ | EB - LTR | 1.03 | 77.2 | E | 1.03 | 77.2 | E | | 1.03 | 77.2 | E | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 1.07 | 120.7 | F | 1.07 | 120.7 | F | | 1.04 | 110.2 | F | |
| | WB - R | 0.46 | 21.8 | C | 0.46 | 21.8 | C | | 0.43 | 20.9 | C | |
| | NB - T | 1.05 | 76.8 | E | 1.06 | 80.4 | F | | 1.06 | 80.4 | F | |
| | SB - L | 1.68 | 360.3 | F | 1.68 | 360.3 | F | | 1.68 | 360.3 | F | |
| | SB - T | 0.85 | 22.1 | C | 0.86 | 22.6 | C | | 0.86 | 22.6 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) @ | EB - L | 0.82 | 58.0 | E | 0.82 | 58.0 | E | | 0.82 | 58.0 | E | |
| | EB - LT | 0.92 | 55.6 | E | 0.92 | 55.6 | E | | 0.92 | 55.6 | E | |
| Flatbush Avenue Ext (N-S) | NB - TR | 1.17 | 114.1 | F | 1.18 | 117.4 | F | * | 1.18 | 117.4 | F | * |
| | SB - L | 0.83 | 58.1 | E | 0.83 | 57.9 | E | | 0.83 | 57.9 | E | |
| | SB - T | 0.70 | 14.8 | B | 0.72 | 15.1 | B | | 0.72 | 15.1 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 1.05 | 64.6 | E | 1.06 | 67.3 | E | | 1.04 | 60.3 | E | |
| Flatbush Avenue (N-S) | SB-TR | 1.23 | 138.5 | F | 1.26 | 151.2 | F | * | 1.24 | 140.2 | F | |
| | SB - R | 1.24 | 141.3 | F | 1.24 | 141.3 | F | | 1.22 | 131.0 | F | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.73 | 27.3 | C | 0.77 | 28.0 | C | | 0.77 | 28.0 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.81 | 39.4 | D | 0.81 | 39.4 | D | | 0.81 | 39.4 | D | |
| | WB - TR | 0.81 | 41.6 | D | 0.84 | 43.0 | D | | 0.84 | 43.0 | D | |
| | WB - R | 1.20 | 154.9 | F | 1.24 | 168.9 | F | * | 1.24 | 168.9 | F | * |
| | NB - LT | 1.00 | 52.8 | D | 1.01 | 54.9 | D | | 1.01 | 54.9 | D | |
| | SB - LT | 0.95 | 33.9 | C | 0.97 | 36.3 | D | | 0.97 | 36.3 | D | |
| 11. 5th Avenue (EB) @ | EB - L | 0.33 | 25.0 | C | 0.33 | 25.0 | C | | 0.34 | 26.5 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.56 | 21.1 | C | 0.56 | 21.1 | C | | 0.54 | 19.7 | B | |
| | SB - TR | 1.08 | 75.3 | E | 1.12 | 89.1 | F | * | 1.08 | 72.0 | E | |
| 12. Dean Street (EB) @ | EB - T | 0.78 | 33.8 | C | 0.97 | 49.5 | D | * | 0.97 | 49.5 | D | * |
| Flatbush Avenue (N-S) | EB - R | 0.34 | 24.6 | C | 0.34 | 24.6 | C | | 0.34 | 24.6 | C | |
| | NB - TR | 1.10 | 82.2 | F | 1.10 | 82.2 | F | | 1.10 | 82.2 | F | |
| | SB - T | 0.71 | 24.2 | C | 0.71 | 24.2 | C | | 0.71 | 24.2 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.89 | 44.5 | D | 0.95 | 52.2 | D | * | 0.93 | 48.5 | D | |
| Flatbush Avenue (N-S) | WB - R | 0.16 | 22.4 | C | 0.16 | 22.4 | C | | 0.16 | 21.7 | C | |
| | NB - T | 0.87 | 31.5 | C | 0.87 | 31.5 | C | | 0.89 | 33.1 | C | |
| | SB - TR | 0.75 | 26.2 | C | 0.75 | 26.2 | C | | 0.77 | 27.2 | C | |

| | LANE GROUP | WEEKDAY PM PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 18. Tillary Street (E-W) @ | EB - TR | 0.93 | 60.3 | E | 0.93 | 60.9 | E | | 0.93 | 60.9 | E | |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.56 | 302.5 | F | 1.58 | 308.6 | F | * | 1.58 | 308.6 | F | * |
| | WB - T | 0.87 | 44.5 | D | 0.87 | 44.5 | D | | 0.87 | 44.5 | D | |
| | WB - R | 1.27 | 168.1 | F | 1.27 | 168.1 | F | | 1.27 | 168.1 | F | |
| | NB - T (ML) | 1.07 | 79.7 | E | 1.10 | 91.0 | F | * | 1.10 | 91.0 | F | * |
| | NB - TR (SR) | 1.31 | 184.3 | F | 1.31 | 185.5 | F | | 1.31 | 185.5 | F | |
| | SB - L (ML) | 0.66 | 41.1 | D | 0.66 | 41.1 | D | | 0.66 | 41.1 | D | |
| | SB - T (ML) | 0.75 | 27.0 | C | 0.78 | 28.1 | C | | 0.78 | 28.1 | C | |
| | SB - R (SR) | 0.14 | 16.0 | B | 0.14 | 16.0 | B | | 0.14 | 16.0 | B | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.79 | 16.8 | B | 0.79 | 16.8 | B | | 0.80 | 18.1 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.63 | 11.7 | B | 0.63 | 11.7 | B | | 0.64 | 12.5 | B | |
| | NB - LTR | 1.51 | 264.5 | F | 1.54 | 280.3 | F | * | 1.47 | 246.1 | F | |
| | SB - LTR | 1.48 | 251.5 | F | 1.55 | 282.6 | F | * | 1.46 | 244.4 | F | |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 1.14 | 81.5 | F | 1.14 | 81.5 | F | | 1.14 | 81.5 | F | |
| Vanderbilt Avenue (N-S) | NB - LT | 1.52 | 253.0 | F | 1.63 | 305.4 | F | * | 1.63 | 305.4 | F | * |
| | SB - TR | 1.14 | 89.0 | F | 1.19 | 109.2 | F | * | 1.19 | 109.2 | F | * |
| 23. Fulton Street (E-W) @ | EB - LTR | 1.37 | 187.9 | F | 1.37 | 187.9 | F | | 1.37 | 187.9 | F | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.89 | 33.7 | C | 0.89 | 33.7 | C | | 0.89 | 33.7 | C | |
| | NB - L | 1.40 | 255.8 | F | 1.40 | 255.8 | F | | 1.40 | 255.8 | F | |
| | NB - TR | 0.72 | 31.3 | C | 0.75 | 32.8 | C | | 0.75 | 32.8 | C | |
| | SB - L | 0.18 | 20.2 | C | 0.19 | 20.3 | C | | 0.19 | 20.3 | C | |
| | SB - TR | 1.12 | 84.8 | F | 1.20 | 121.4 | F | * | 1.20 | 121.4 | F | * |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.92 | 60.7 | E | 0.92 | 60.7 | E | | 0.92 | 60.7 | E | |
| Boerum Place (N-S) | NB - L | 1.58 | 335.7 | F | 1.72 | 397.9 | F | * | 1.56 | 324.9 | F | |
| | NB - T | 0.45 | 13.3 | B | 0.46 | 13.4 | B | | 0.45 | 11.7 | B | |
| | SB - TR | 0.76 | 18.7 | B | 0.78 | 19.3 | B | | 0.75 | 16.8 | B | |
| 26. State Street (EB) @ | EB - LTR | 0.56 | 39.6 | D | 0.56 | 39.6 | D | | 0.56 | 39.6 | D | |
| Boerum Place (N-S) | NB - TR | 0.44 | 13.1 | B | 0.45 | 13.3 | B | | 0.45 | 13.3 | B | |
| | SB - L | - | - | - | - | - | - | | 0.80 | 38.4 | D | |
| | SB-T | - | - | - | - | - | - | | 1.10 | 77.3 | E | |
| | SB - LT | 1.22 | 124.4 | F | 1.25 | 139.9 | F | * | - | 74.3 | E | |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 1.06 | 83.4 | F | 1.09 | 91.7 | F | * | 1.09 | 91.7 | F | * |
| Clinton Street (NB) | WB - TR | 0.90 | 39.4 | D | 0.91 | 40.3 | D | | 0.91 | 40.3 | D | |
| | NB - LTR | 0.90 | 42.8 | D | 0.90 | 42.8 | D | | 0.90 | 42.8 | D | |
| 30. Atlantic Avenue (E-W) @ | EB - L | 0.71 | 23.6 | C | 0.72 | 24.0 | C | | 0.73 | 24.2 | C | |
| Boerum Place (SB) | EB - TR | 1.23 | 148.8 | F | 1.26 | 162.1 | F | * | 1.23 | 147.5 | F | |
| | WB - LT | 1.17 | 129.2 | F | 1.21 | 148.0 | F | * | 1.15 | 121.8 | F | |
| | WB - R | 0.99 | 37.2 | D | 1.02 | 44.9 | D | | 1.00 | 39.9 | D | |
| | SB - L | 0.78 | 33.5 | C | 0.82 | 34.7 | C | | 0.82 | 34.7 | C | |
| | SB - T | 0.74 | 33.7 | C | 0.74 | 33.7 | C | | 0.74 | 33.7 | C | |
| | SB - R | 1.04 | 75.3 | E | 1.04 | 75.3 | E | | 1.04 | 75.3 | E | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.80 | 19.5 | B | 0.83 | 20.8 | C | | 0.80 | 18.0 | B | |
| Nevins Street (SB) | EB - R | 0.43 | 13.5 | B | 0.43 | 13.5 | B | | 0.41 | 11.8 | B | |
| | WB - LT | 1.26 | 147.3 | F | 1.32 | 173.1 | F | * | 1.25 | 138.9 | F | |
| | SB - L | 0.48 | 35.9 | D | 0.48 | 35.9 | D | | 0.53 | 39.3 | D | |
| | SB - TR | 1.11 | 110.1 | F | 1.11 | 110.1 | F | | 0.93 | 59.0 | E | |
| 36. Atlantic Avenue (E-W) @ | EB - T | 1.18 | 127.4 | F | 1.25 | 155.0 | F | * | 1.25 | 155.0 | F | * |
| 4th Avenue(N-S) | EB - R | 0.82 | 54.6 | D | 0.82 | 54.6 | D | | 0.82 | 54.6 | D | |
| | WB - T | 0.62 | 33.7 | C | 0.64 | 34.3 | C | | 0.64 | 34.3 | C | |
| | NB - L | 1.01 | 78.0 | E | 1.01 | 78.0 | E | | 1.01 | 78.0 | E | |
| | NB - R | 1.13 | 129.0 | F | 1.13 | 129.0 | F | | 1.13 | 129.0 | F | |
| | SB - LT | 0.97 | 60.2 | E | 0.97 | 60.2 | E | | 0.97 | 60.2 | E | |
| | SB - R | 0.14 | 30.0 | C | 0.14 | 30.0 | C | | 0.14 | 30.0 | C | |

| | LANE GROUP | WEEKDAY PM PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.88 | 34.1 | C | 1.00 | 51.6 | D | * | 0.96 | 42.4 | D | |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.59 | 30.0 | C | 0.65 | 39.2 | D | | 0.72 | 43.8 | D | |
| | WB - TR | 0.55 | 14.7 | B | 0.57 | 15.0 | B | | 0.57 | 15.0 | B | |
| | NB - L | 0.52 | 45.5 | D | 0.53 | 46.1 | D | | 0.53 | 46.1 | D | |
| | NB - TR | 0.57 | 39.9 | D | 0.62 | 42.1 | D | | 0.62 | 42.1 | D | |
| | SB - L | 1.13 | 123.1 | F | 1.27 | 181.1 | F | * | 1.27 | 181.1 | F | * |
| | SB - TR | 0.73 | 42.1 | D | 0.73 | 42.3 | D | | 0.73 | 42.3 | D | |
| 40. Atlantic Avenue (E-W) @ | EB - L | 0.64 | 33.8 | C | 0.65 | 35.0 | D | | 0.65 | 35.0 | D | |
| Carlton Avenue (NB) | EB - TR | 0.70 | 17.3 | B | 0.73 | 18.2 | B | | 0.73 | 18.2 | B | |
| | WB - L | 0.81 | 62.4 | E | 1.35 | 235.1 | F | * | 1.35 | 235.1 | F | * |
| | WB - TR | 0.63 | 16.0 | B | 0.64 | 16.1 | B | | 0.64 | 16.1 | B | |
| | NB - LTR | 0.92 | 65.5 | E | 1.19 | 147.4 | F | * | 1.19 | 147.4 | F | * |
| 41. Atlantic Avenue (E-W) @ | EB - L | 0.76 | 45.2 | D | 0.81 | 53.9 | D | * | 0.81 | 53.9 | D | * |
| Clermont Avenue (SB) | EB - T | 0.68 | 16.7 | B | 0.70 | 17.2 | B | | 0.70 | 17.2 | B | |
| | WB - TR | 0.62 | 15.4 | B | 0.64 | 15.7 | B | | 0.64 | 15.7 | B | |
| | SB - LR | 1.09 | 87.2 | F | 1.09 | 87.2 | F | | 1.09 | 87.2 | F | |
| 42. Atlantic Avenue (E-W) @ | EB - T | 1.02 | 57.9 | E | 1.03 | 60.6 | E | | 1.03 | 60.6 | E | |
| Vanderbilt Avenue (N-S) | EB - R | 0.73 | 36.0 | D | 1.04 | 83.6 | F | * | 0.76 | 27.1 | C | |
| | WB - L | 0.98 | 87.5 | F | 1.14 | 135.7 | F | * | 1.14 | 135.7 | F | * |
| | WB - TR | 0.93 | 35.7 | D | 0.94 | 37.4 | D | | 0.94 | 37.4 | D | |
| | NB - L | 0.93 | 76.6 | E | 1.00 | 94.5 | F | * | 1.00 | 94.5 | F | * |
| | NB - T | 0.64 | 35.3 | D | 0.67 | 36.5 | D | | 0.67 | 36.5 | D | |
| | NB - R | 0.35 | 28.3 | C | 0.39 | 29.2 | C | | 0.39 | 29.2 | C | |
| | SB - TR | 1.09 | 85.1 | F | 1.18 | 126.9 | F | * | 1.18 | 126.9 | F | * |
| 45. Atlantic Avenue (E-W) @ | EB - TR | 1.18 | 111.7 | F | 1.19 | 118.5 | F | * | 1.17 | 109.4 | F | |
| Washington Ave-Underhill Ave (N-S) | WB - L | 0.59 | 40.4 | D | 0.59 | 40.7 | D | | 0.62 | 42.9 | D | |
| | WB - TR | 0.59 | 13.8 | B | 0.61 | 14.2 | B | | 0.61 | 14.2 | B | |
| | NB - L | 2.13 | 561.4 | F | 2.13 | 561.4 | F | | 2.13 | 561.4 | F | |
| | NB - T | 1.06 | 81.4 | F | 1.06 | 81.4 | F | | 1.06 | 81.4 | F | |
| | NB - R (Unsignalized) | 0.10 | 10.8 | B | 0.10 | 10.9 | B | | 0.10 | 10.9 | B | |
| | SB - L | 3.23 | 1056.0 | F | 3.23 | 1056.0 | F | | 3.23 | 1056.0 | F | |
| | SB - TR | 1.06 | 78.6 | E | 1.06 | 78.6 | E | | 1.06 | 78.6 | E | |
| 50. Pacific Street (WB) @ | WB - LR | 0.46 | 31.8 | C | 0.46 | 31.8 | C | | 0.55 | 38.4 | D | |
| Vanderbilt Avenue (N-S) | NB - TR | 0.38 | 8.9 | A | 0.40 | 9.1 | A | | 0.38 | 7.1 | A | |
| | SB - LT | 1.06 | 47.9 | D | 1.15 | 87.1 | F | * | 1.06 | 48.8 | D | |
| 51. Dean Street (EB) @ | EB - LTR | 0.62 | 25.3 | C | 0.63 | 25.8 | C | | 0.64 | 26.8 | C | |
| 3rd Avenue Avenue (N-S) | NB - TR | 1.18 | 116.9 | F | 1.19 | 122.0 | F | * | 1.17 | 110.8 | F | |
| | SB - LT | 0.80 | 43.8 | D | 0.80 | 44.2 | D | | 0.76 | 40.3 | D | |
| 53. Dean Street (EB) @ | EB - LTR | 1.09 | 121.0 | F | 1.26 | 184.6 | F | * | 1.26 | 184.6 | F | * |
| 5th Avenue (N-S) | NB - TR | 1.11 | 120.9 | F | 1.13 | 128.7 | F | * | 1.10 | 115.6 | F | |
| | SB - L | 0.14 | 7.1 | A | 0.20 | 7.6 | A | | 0.20 | 7.6 | A | |
| | SB - T | 0.37 | 8.3 | A | 0.37 | 8.3 | A | | 0.37 | 8.3 | A | |
| 54. Dean Street (EB) @ | EB - L | 0.51 | 21.3 | C | 0.97 | 64.6 | E | * | 0.77 | 30.9 | C | |
| 6th Avenue (N-S) | EB - TR | 0.88 | 35.7 | D | 1.07 | 75.7 | E | * | 0.86 | 29.3 | C | |
| | NB - TR | 0.39 | 9.1 | A | 0.42 | 9.6 | A | | 0.49 | 13.0 | B | |
| | SB - LT | 0.77 | 17.0 | B | 0.80 | 18.9 | B | | 0.94 | 35.9 | D | |
| 55. Dean Street (EB) @ | EB-LT | 1.03 | 58.5 | E | 1.25 | 142.6 | F | * | 1.05 | 62.0 | E | |
| Carlton Avenue (NB) | NB - TR | 0.43 | 11.6 | B | 0.48 | 12.5 | B | | 0.57 | 16.9 | B | |

| | LANE GROUP | WEEKDAY PM PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS |
| 56. Dean Street (EB) @ | EB - L | 0.33 | 26.2 | C | 0.36 | 26.8 | C | | 0.36 | 26.8 | C |
| Vanderbilt Avenue (N-S) | EB - TR | 1.02 | 67.6 | E | 1.17 | 120.5 | F | * | - | - | - |
| | EB - T | - | - | - | - | - | - | | 0.63 | 31.0 | C |
| | EB - R | - | - | - | - | - | - | | 0.62 | 32.5 | C |
| | EB - LTR | - | 58.1 | E | - | 98.0 | F | * | - | 30.6 | C |
| | NB - TR | 0.66 | 15.4 | B | 0.70 | 16.4 | B | | 0.70 | 16.4 | B |
| | SB - L | 0.36 | 9.9 | A | 0.37 | 10.1 | B | | 0.37 | 10.1 | B |
| | SB - T | 0.90 | 19.5 | B | 0.91 | 20.1 | C | | 0.91 | 20.1 | C |
| 58. Dean Street (EB) @ | EB - LT | - | - | - | - | - | - | | 0.69 | 22.2 | C |
| Washington Avenue (N-S) | EB - R | - | - | - | - | - | - | | 0.23 | 14.7 | B |
| | EB - LTR | 0.90 | 36.1 | D | 0.93 | 40.6 | D | | - | 20.5 | C |
| | NB - TR | 1.01 | 39.5 | D | 1.01 | 39.5 | D | | 1.01 | 39.5 | D |
| | SB - LT | 1.25 | 129.5 | F | 1.25 | 129.5 | F | | 1.25 | 129.5 | F |
| 59. Bergen Street (WB) @ | WB - LTR | 1.51 | 274.2 | F | 1.60 | 311.2 | F | * | 1.31 | 186.0 | F |
| 4th Avenue (N-S) | NB - L | 0.79 | 53.3 | D | 0.79 | 53.3 | D | | 0.79 | 53.3 | D |
| | NB - T | 0.48 | 17.7 | B | 0.50 | 18.0 | B | | 0.50 | 18.0 | B |
| | SB - TR | 0.74 | 24.4 | C | 0.74 | 24.4 | C | | 0.74 | 24.4 | C |
| 60. Bergen Street (WB) @ | WB - L | 0.88 | 71.4 | E | 0.90 | 74.2 | E | | 0.80 | 57.1 | E |
| 5th Avenue (N-S) | WB - TR | 1.25 | 170.6 | F | 1.34 | 205.9 | F | * | 1.23 | 157.8 | F |
| | NB - LT | 0.56 | 15.3 | B | 0.56 | 15.4 | B | | 0.59 | 17.6 | B |
| | SB - TR | 0.52 | 14.8 | B | 0.52 | 14.8 | B | | 0.54 | 16.9 | B |
| 61. Bergen Street (WB) @ | WB - TR | 1.14 | 96.3 | F | 1.21 | 126.2 | F | * | 1.10 | 79.7 | E |
| Carlton Avenue (NB) | NB - LT | 0.31 | 9.0 | A | 0.32 | 9.2 | A | | 0.35 | 10.6 | B |
| 62. Bergen Street (WB) @ | WB - L | 0.40 | 29.1 | C | 0.40 | 29.1 | C | | 0.47 | 33.2 | C |
| Vanderbilt Avenue (N-S) | WB - T | - | - | - | - | - | - | | 0.72 | 39.6 | D |
| | WB - R | - | - | - | - | - | - | | 0.38 | 31.4 | C |
| | WB - TR | 0.97 | 64.7 | E | 1.03 | 81.4 | F | * | - | 36.4 | D |
| | NB - L | 0.40 | 12.9 | B | 0.43 | 13.7 | B | | 0.38 | 10.9 | B |
| | NB - T | 0.55 | 12.0 | B | 0.56 | 12.2 | B | | 0.54 | 10.3 | B |
| | SB - TR | 1.12 | 79.2 | E | 1.18 | 103.3 | F | * | 1.12 | 76.1 | E |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.64 | 35.8 | D | 0.64 | 35.8 | D | | 0.66 | 37.1 | D |
| 4th Avenue (N-S) | NB - TR | 0.62 | 20.3 | C | 0.64 | 20.6 | C | | 0.63 | 19.8 | B |
| | SB - L | 0.69 | 46.6 | D | 0.73 | 51.8 | D | * | 0.70 | 48.0 | D |
| | SB - T | 0.79 | 25.7 | C | 0.80 | 26.4 | C | | 0.79 | 25.2 | C |
| 65. Saint Marks Avenue (EB) @ | EB - LTR | 0.94 | 38.3 | D | 0.94 | 38.3 | D | | 0.98 | 44.1 | D |
| Vanderbilt Avenue (N-S) | NB - TR | 0.67 | 14.6 | B | 0.68 | 15.1 | B | | 0.67 | 14.2 | B |
| | SB - L | 0.21 | 7.7 | A | 0.21 | 7.6 | A | | 0.20 | 7.2 | A |
| | SB - T | 1.10 | 64.6 | E | 1.11 | 72.2 | E | * | 1.10 | 63.4 | E |
| 66. Prospect Place (WB) @ | WB - LT | - | - | - | - | - | - | | 0.66 | 35.0 | D |
| Vanderbilt Avenue (N-S) | WB - R | - | - | - | - | - | - | | 0.19 | 27.1 | C |
| | WB - LTR | 0.78 | 39.3 | D | 0.78 | 39.3 | D | | - | 33.8 | C |
| | NB - L | 0.19 | 8.5 | A | 0.19 | 8.6 | A | | 0.18 | 8.0 | A |
| | NB - T | 0.53 | 11.3 | B | 0.55 | 11.5 | B | | 0.54 | 10.9 | B |
| | SB - TR | 1.11 | 68.3 | E | 1.13 | 75.1 | E | * | 1.11 | 65.8 | E |

| | LANE GROUP | WEEKDAY PM PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 69. Eastern Parkway (E-W) @ Washington Avenue (N-S) | EB - T | 0.94 | 36.2 | D | 0.94 | 36.2 | D | | 0.94 | 36.2 | D | |
| | EB - R | 0.13 | 17.4 | B | 0.13 | 17.4 | B | | 0.13 | 17.4 | B | |
| | WB - L (ML) | 1.13 | 169.0 | F | 1.13 | 169.0 | F | | 1.13 | 169.0 | F | |
| | WB - T (ML) | 0.66 | 25.1 | C | 0.66 | 25.1 | C | | 0.66 | 25.1 | C | |
| | WB - TR (SR) | 0.77 | 31.4 | C | 0.77 | 31.4 | C | | 0.77 | 31.4 | C | |
| | NB - LTR | 1.45 | 245.3 | F | 1.51 | 272.0 | F | * | 1.46 | 249.1 | F | * |
| | SB - L | 0.86 | 31.8 | C | 0.88 | 32.7 | C | | 0.91 | 39.5 | D | |
| | SB - TR | 1.20 | 123.8 | F | 1.21 | 130.8 | F | * | 1.21 | 130.8 | F | * |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

***** - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

## Table C-5d
## Future With Phase II With Mitigation Traffic Level of Service Analysis - 7-8 PM Pregame

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 0.62 | 51.6 | D | 0.62 | 51.6 | D | | 0.59 | 50.0 | D | |
| Flatbush Avenue Extension (N-S) | EB - T | 1.13 | 109.4 | F | 1.13 | 109.4 | F | | 1.13 | 109.4 | F | |
| | EB - R | 0.95 | 62.6 | E | 0.95 | 62.6 | E | | 0.95 | 62.6 | E | |
| | WB - L | 1.22 | 154.5 | F | 1.24 | 163.2 | F | * | 1.18 | 135.9 | F | |
| | WB - TR | 1.00 | 59.5 | E | 1.00 | 59.5 | E | | 1.00 | 59.5 | E | |
| | WB - R | 0.63 | 40.7 | D | 0.63 | 40.7 | D | | 0.63 | 40.7 | D | |
| | NB - L | 0.74 | 25.5 | C | 0.73 | 25.3 | C | | 0.75 | 27.2 | C | |
| | NB - T | 0.40 | 23.3 | C | 0.41 | 23.4 | C | | 0.41 | 24.1 | C | |
| | NB - R (Unsignalized) | 0.60 | 16.5 | C | 0.61 | 16.6 | C | | 0.61 | 16.6 | C | |
| | SB - T | 1.02 | 72.6 | E | 1.03 | 76.4 | E | | 1.03 | 76.4 | E | |
| | SB - R | 0.41 | 37.0 | D | 0.41 | 37.0 | D | | 0.41 | 37.0 | D | |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.78 | 53.4 | D | 0.78 | 53.4 | D | | 0.78 | 53.4 | D | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 0.73 | 58.5 | E | 0.73 | 58.5 | E | | 0.70 | 55.7 | E | |
| | WB - R | 0.33 | 19.3 | B | 0.33 | 19.3 | B | | 0.31 | 18.7 | B | |
| | NB - T | 0.84 | 41.4 | D | 0.85 | 41.7 | D | | 0.85 | 41.7 | D | |
| | SB - L | 1.34 | 207.3 | F | 1.34 | 207.3 | F | | 1.34 | 207.3 | F | |
| | SB - T | 0.82 | 21.1 | C | 0.83 | 21.5 | C | | 0.83 | 21.5 | C | |
| 8. 4th Avenue (WB) @ | NB - T | 0.96 | 43.2 | D | 0.97 | 43.9 | D | | 0.95 | 40.5 | D | |
| Flatbush Avenue (N-S) | SB-TR | 1.03 | 54.3 | D | 1.05 | 61.8 | E | * | 1.03 | 54.3 | D | |
| | SB - R | 1.09 | 79.6 | E | 1.09 | 79.6 | E | | 1.07 | 71.1 | E | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.65 | 26.1 | C | 0.67 | 26.6 | C | | 0.66 | 25.7 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.76 | 41.9 | D | 0.76 | 41.9 | D | | 0.73 | 40.0 | D | |
| | WB - TR | 0.79 | 40.5 | D | 0.81 | 41.3 | D | | 0.79 | 39.8 | D | |
| | WB - R | 0.97 | 78.3 | E | 0.99 | 82.6 | F | * | 0.96 | 74.2 | E | |
| | NB - LT | 0.81 | 31.3 | C | 0.81 | 31.4 | C | | 0.83 | 32.7 | C | |
| | SB - LT | 0.79 | 28.1 | C | 0.81 | 28.5 | C | | 0.82 | 29.5 | C | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.68 | 12.7 | B | 0.68 | 12.7 | B | | 0.69 | 13.6 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.59 | 11.1 | B | 0.59 | 11.1 | B | | 0.60 | 11.8 | B | |
| | NB - LTR | 1.50 | 260.2 | F | 1.59 | 304.4 | F | * | 1.43 | 230.4 | F | |
| | SB - LTR | 1.12 | 109.0 | F | 1.18 | 133.6 | F | * | 1.12 | 109.9 | F | |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 1.14 | 80.0 | F | 1.14 | 80.0 | F | | 1.14 | 80.0 | F | |
| Vanderbilt Avenue (N-S) | NB - LT | 1.45 | 225.2 | F | 1.56 | 274.4 | F | * | 1.56 | 274.4 | F | * |
| | SB - TR | 0.96 | 43.6 | D | 1.01 | 53.0 | D | * | 1.01 | 53.0 | D | * |
| 23. Fulton Street (E-W) @ | EB - LTR | 0.91 | 30.2 | C | 0.91 | 30.2 | C | | 0.95 | 37.3 | D | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.67 | 19.9 | B | 0.67 | 19.9 | B | | 0.71 | 22.9 | C | |
| | NB - L | 1.26 | 183.3 | F | 1.53 | 299.4 | F | * | 1.25 | 178.2 | F | |
| | NB - TR | 0.59 | 27.0 | C | 0.61 | 27.5 | C | | 0.57 | 25.2 | C | |
| | SB - L | 0.19 | 20.2 | C | 0.20 | 20.3 | C | | 0.18 | 18.8 | B | |
| | SB - TR | 1.07 | 64.2 | E | 1.14 | 94.5 | F | * | 1.07 | 65.3 | E | |
| 25. Schermerhorn Street (WB) @ | WB - LTR | 0.55 | 40.0 | D | 0.55 | 40.0 | D | | 0.58 | 42.9 | D | |
| Boerum Place (N-S) | NB - L | 0.71 | 60.9 | E | 0.76 | 73.6 | E | * | 0.71 | 59.9 | E | |
| | NB - T | 0.38 | 12.4 | B | 0.38 | 12.4 | B | | 0.37 | 11.4 | B | |
| | SB - TR | 0.75 | 18.5 | B | 0.77 | 18.9 | B | | 0.75 | 17.2 | B | |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 26. State Street (EB) @ | EB - LTR | 0.43 | 36.2 | D | 0.43 | 36.2 | D | | 0.43 | 36.2 | D | |
| Boerum Place (N-S) | NB - TR | 0.38 | 12.4 | B | 0.39 | 12.5 | B | | 0.39 | 12.5 | B | |
| | SB - L | - | - | - | - | - | - | | 0.59 | 21.2 | C | |
| | SB-T | - | - | - | - | - | - | | 0.99 | 37.2 | D | |
| | SB - LT | 1.10 | 73.2 | E | 1.12 | 83.6 | F | * | - | 28.9 | C | |
| 30. Atlantic Avenue (E-W) @ | EB - L | 0.55 | 19.8 | B | 0.55 | 19.8 | B | | 0.58 | 20.7 | C | |
| Boerum Place (SB) | EB - TR | 1.22 | 145.2 | F | 1.24 | 155.6 | F | * | 1.21 | 141.2 | F | |
| | WB - LT | 1.01 | 74.8 | E | 1.03 | 82.6 | F | * | 0.98 | 68.1 | E | |
| | WB - R | 0.87 | 21.1 | C | 0.89 | 23.0 | C | | 0.86 | 19.2 | B | |
| | SB - L | 0.96 | 43.8 | D | 0.99 | 50.0 | D | * | 0.97 | 45.2 | D | |
| | SB - T | 0.63 | 30.9 | C | 0.63 | 30.9 | C | | 0.61 | 30.0 | C | |
| | SB - R | 0.64 | 32.2 | C | 0.64 | 32.2 | C | | 0.62 | 31.1 | C | |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.99 | 38.6 | D | 1.02 | 46.5 | D | * | 1.01 | 41.9 | D | |
| Bond Street (NB) | WB - TR | 0.67 | 17.3 | B | 0.68 | 17.6 | B | | 0.67 | 16.9 | B | |
| | NB - LTR | 0.70 | 42.3 | D | 0.70 | 42.3 | D | | 0.72 | 44.2 | D | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.71 | 17.0 | B | 0.73 | 17.5 | B | | 0.71 | 16.1 | B | |
| Nevins Street (SB) | EB - R | 0.60 | 16.0 | B | 0.60 | 16.0 | B | | 0.58 | 14.6 | B | |
| | WB - LT | 1.20 | 121.4 | F | 1.24 | 139.5 | F | * | 1.20 | 119.3 | F | |
| | SB - L | 0.41 | 33.1 | C | 0.41 | 33.1 | C | | 0.43 | 34.8 | C | |
| | SB - TR | 0.79 | 39.4 | D | 0.79 | 39.4 | D | | 0.64 | 37.6 | D | |
| 36. Atlantic Avenue (E-W) @ | EB - T | 1.01 | 62.6 | E | 1.06 | 76.5 | E | * | 1.06 | 76.5 | E | * |
| 4th Avenue(N-S) | EB - R | 0.88 | 61.4 | E | 0.88 | 61.4 | E | | 0.88 | 61.4 | E | |
| | WB - T | 0.53 | 32.2 | C | 0.55 | 32.4 | C | | 0.55 | 32.4 | C | |
| | NB - L | 0.70 | 47.4 | D | 0.70 | 47.4 | D | | 0.70 | 47.4 | D | |
| | NB - R | 1.06 | 102.7 | F | 1.06 | 102.7 | F | | 1.06 | 102.7 | F | |
| | SB - LT | 0.82 | 44.3 | D | 0.82 | 44.3 | D | | 0.82 | 44.3 | D | |
| | SB - R | 0.16 | 30.4 | C | 0.16 | 30.4 | C | | 0.16 | 30.4 | C | |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.79 | 29.2 | C | 0.88 | 34.8 | C | | 0.88 | 34.8 | C | |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.55 | 20.4 | C | 0.60 | 24.0 | C | | 0.66 | 28.2 | C | |
| | WB - TR | 0.59 | 15.4 | B | 0.61 | 15.6 | B | | 0.62 | 17.0 | B | |
| | NB - L | 0.35 | 37.9 | D | 0.35 | 38.0 | D | | 0.32 | 35.2 | D | |
| | NB - TR | 0.55 | 39.1 | D | 0.57 | 39.9 | D | | 0.53 | 37.3 | D | |
| | SB - L | 1.00 | 85.6 | F | 1.07 | 107.5 | F | * | 0.99 | 80.6 | F | |
| | SB - TR | 0.75 | 44.7 | D | 0.75 | 44.8 | D | | 0.71 | 41.4 | D | |
| 40. Atlantic Avenue (E-W) @ | EB - L | 0.77 | 48.1 | D | 0.78 | 49.2 | D | | 0.78 | 49.2 | D | |
| Carlton Avenue (NB) | EB - TR | 0.56 | 14.7 | B | 0.60 | 15.4 | B | | 0.60 | 15.4 | B | |
| | WB - L | 0.11 | 11.1 | B | 0.36 | 17.9 | B | | 0.36 | 17.9 | B | |
| | WB - TR | 0.62 | 15.7 | B | 0.62 | 15.7 | B | | 0.62 | 15.7 | B | |
| | NB - LTR | 0.85 | 55.4 | E | 0.98 | 78.1 | E | * | 0.98 | 78.1 | E | * |
| 41. Atlantic Avenue (E-W) @ | EB - L | 0.82 | 66.0 | E | 0.87 | 78.2 | E | * | 0.82 | 65.0 | E | |
| Clermont Avenue (SB) | EB - T | 0.52 | 14.1 | B | 0.54 | 14.3 | B | | 0.52 | 13.1 | B | |
| | WB - TR | 0.71 | 16.9 | B | 0.73 | 17.2 | B | | 0.71 | 15.7 | B | |
| | SB - LR | 0.72 | 43.8 | D | 0.72 | 43.8 | D | | 0.76 | 47.5 | D | |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.77 | 32.3 | C | 0.77 | 32.4 | C | | 0.82 | 36.2 | D | |
| Vanderbilt Avenue (N-S) | EB - R | 0.44 | 27.2 | C | 0.57 | 31.2 | C | | 0.44 | 18.5 | B | |
| | WB - L | 1.02 | 86.3 | F | 1.12 | 118.0 | F | * | 1.00 | 83.4 | F | |
| | WB - TR | 0.98 | 42.0 | D | 0.99 | 43.9 | D | | 0.99 | 43.9 | D | |
| | NB - L | 0.75 | 44.0 | D | 0.82 | 52.7 | D | * | 0.82 | 52.7 | D | * |
| | NB - T | 0.62 | 34.4 | C | 0.63 | 34.9 | C | | 0.63 | 34.9 | C | |
| | NB - R | 0.24 | 26.4 | C | 0.27 | 26.9 | C | | 0.27 | 26.9 | C | |
| | SB - TR | 0.94 | 50.4 | D | 0.99 | 59.0 | E | * | 0.99 | 59.0 | E | * |
| 52. Dean Street (EB) @ | EB - LTR | 1.10 | 102.0 | F | 1.13 | 110.1 | F | * | 1.10 | 100.3 | F | |
| 4th Avenue (N-S) | NB - TR | 0.48 | 17.8 | B | 0.50 | 18.1 | B | | 0.51 | 18.8 | B | |
| | SB - T | 0.50 | 18.5 | B | 0.50 | 18.5 | B | | 0.51 | 19.2 | B | |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 53. Dean Street (EB) @ | EB - LTR | 1.07 | 102.7 | F | 1.15 | 131.3 | F | * | 1.07 | 99.4 | F | |
| 5th Avenue (N-S) | NB - TR | 1.16 | 136.4 | F | 1.17 | 141.5 | F | * | 1.13 | 126.9 | F | |
| | SB - L | 0.12 | 7.0 | A | 0.18 | 7.5 | A | | 0.18 | 8.1 | A | |
| | SB - T | 0.31 | 7.7 | A | 0.31 | 7.7 | A | | 0.32 | 8.5 | A | |
| 54. Dean Street (EB) @ | EB - L | 0.56 | 25.2 | C | 0.82 | 47.1 | D | * | 0.75 | 37.6 | D | |
| 6th Avenue (N-S) | EB - TR | 0.66 | 26.4 | C | 0.80 | 33.7 | C | | 0.75 | 29.5 | C | |
| | NB - TR | 0.33 | 8.3 | A | 0.35 | 8.4 | A | | 0.36 | 9.1 | A | |
| | SB - LT | 0.70 | 14.6 | B | 0.71 | 15.1 | B | | 0.74 | 16.7 | B | |
| 55. Dean Street (EB) @ | EB-LT | 0.87 | 33.0 | C | 1.03 | 64.2 | E | * | 0.94 | 41.1 | D | |
| Carlton Avenue (NB) | NB - TR | 0.43 | 11.4 | B | 0.46 | 11.9 | B | | 0.50 | 13.8 | B | |
| 56. Dean Street (EB) @ | EB - L | 0.36 | 27.5 | C | 0.37 | 27.7 | C | | 0.37 | 27.7 | C | |
| Vanderbilt Avenue (N-S) | EB - TR | 0.81 | 44.6 | D | 0.89 | 53.8 | D | * | - | - | - | |
| | EB - T | - | - | - | - | - | - | | 0.39 | 27.8 | C | |
| | EB - R | - | - | - | - | - | - | | 0.48 | 31.2 | C | |
| | EB - LTR | - | 39.0 | D | - | 45.7 | D | * | - | 28.8 | C | |
| | NB - TR | 0.57 | 13.5 | B | 0.59 | 14.0 | B | | 0.59 | 14.0 | B | |
| | SB - L | 0.37 | 11.4 | B | 0.38 | 11.6 | B | | 0.38 | 11.6 | B | |
| | SB - T | 0.84 | 20.9 | C | 0.84 | 21.0 | C | | 0.84 | 21.0 | C | |
| 58. Dean Street (EB) @ | EB - LT | - | - | - | - | - | - | | 0.45 | 17.5 | B | |
| Washington Avenue (N-S) | EB - R | - | - | - | - | - | - | | 0.28 | 15.4 | B | |
| | EB - LTR | 0.72 | 24.7 | C | 0.73 | 25.3 | C | | - | 16.8 | B | |
| | NB - TR | 0.76 | 18.1 | B | 0.76 | 18.1 | B | | 0.76 | 18.1 | B | |
| | SB - LT | 0.93 | 25.3 | C | 0.93 | 25.3 | C | | 0.93 | 25.3 | C | |
| 59. Bergen Street (WB) @ | WB - LTR | 1.26 | 162.1 | F | 1.28 | 174.3 | F | * | 1.26 | 161.5 | F | |
| 4th Avenue (N-S) | NB - L | 0.55 | 28.6 | C | 0.55 | 28.6 | C | | 0.56 | 30.3 | C | |
| | NB - T | 0.34 | 15.8 | B | 0.35 | 15.9 | B | | 0.35 | 16.5 | B | |
| | SB - TR | 0.62 | 20.9 | C | 0.62 | 20.9 | C | | 0.64 | 21.8 | C | |
| 60. Bergen Street (WB) @ | WB - L | 0.89 | 75.8 | E | 0.89 | 76.9 | E | | 0.85 | 69.1 | E | |
| 5th Avenue (N-S) | WB - TR | 1.21 | 152.8 | F | 1.24 | 167.2 | F | * | 1.21 | 151.3 | F | |
| | NB - LT | 0.55 | 15.3 | B | 0.55 | 15.4 | B | | 0.56 | 16.2 | B | |
| | SB - TR | 0.49 | 14.0 | B | 0.49 | 14.0 | B | | 0.49 | 14.6 | B | |
| 61. Bergen Street (WB) @ | WB - TR | 1.22 | 132.8 | F | 1.26 | 147.0 | F | * | 1.19 | 120.1 | F | |
| Carlton Avenue (NB) | NB - LT | 0.32 | 9.1 | A | 0.33 | 9.2 | A | | 0.34 | 9.9 | A | |
| 62. Bergen Street (WB) @ | WB - L | 0.32 | 28.1 | C | 0.32 | 28.1 | C | | 0.34 | 29.2 | C | |
| Vanderbilt Avenue (N-S) | WB - T | - | - | - | - | - | - | | 0.53 | 32.6 | C | |
| | WB - R | - | - | - | - | - | - | | 0.15 | 26.2 | C | |
| | WB - TR | 0.68 | 37.6 | D | 0.72 | 40.1 | D | | - | 30.9 | C | |
| | NB - L | 0.31 | 11.2 | B | 0.32 | 11.5 | B | | 0.30 | 10.7 | B | |
| | NB - T | 0.51 | 11.7 | B | 0.52 | 11.9 | B | | 0.51 | 11.2 | B | |
| | SB - TR | 1.10 | 74.2 | E | 1.13 | 84.3 | F | * | 1.11 | 75.2 | E | |
| 66. Prospect Place (WB) @ | WB - LT | - | - | - | - | - | - | | 0.48 | 31.8 | C | |
| Vanderbilt Avenue (N-S) | WB - R | - | - | - | - | - | - | | 0.22 | 27.9 | C | |
| | WB - LTR | 0.64 | 35.3 | D | 0.64 | 35.3 | D | | - | 30.8 | C | |
| | NB - L | 0.14 | 8.0 | A | 0.15 | 8.1 | A | | 0.14 | 7.6 | A | |
| | NB - T | 0.51 | 11.1 | B | 0.52 | 11.3 | B | | 0.51 | 10.7 | B | |
| | SB - TR | 1.10 | 67.8 | E | 1.11 | 71.9 | E | * | 1.09 | 63.0 | E | |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.85 | 30.7 | C | 0.85 | 30.7 | C | | 0.85 | 30.7 | C | |
| Washington Avenue (N-S) | EB - R | 0.14 | 17.6 | B | 0.14 | 17.6 | B | | 0.14 | 17.6 | B | |
| | WB - L (ML) | 0.97 | 115.4 | F | 0.97 | 115.4 | F | | 0.97 | 115.4 | F | |
| | WB - T (ML) | 0.56 | 23.1 | C | 0.56 | 23.1 | C | | 0.56 | 23.1 | C | |
| | WB - TR (SR) | 0.36 | 20.9 | C | 0.36 | 20.9 | C | | 0.36 | 20.9 | C | |
| | NB - LTR | 1.30 | 180.1 | F | 1.35 | 201.1 | F | * | 1.30 | 178.6 | F | |
| | SB - L | 0.65 | 24.7 | C | 0.66 | 25.0 | C | | 0.69 | 27.9 | C | |
| | SB - TR | 1.13 | 98.7 | F | 1.14 | 103.2 | F | * | 1.14 | 103.2 | F | * |

| | LANE GROUP | WEEKDAY PREGAME PEAK HOUR | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.95 | 31.4 | C | 0.95 | 31.4 | C | | 0.97 | 35.4 | D |
| Washington Avenue (N-S) | EB - R | 0.17 | 16.0 | B | 0.17 | 16.0 | B | | 0.18 | 16.7 | B |
| (90s Weekday Pregame Cycle) | WB - L (ML) | 0.94 | 95.4 | F | 0.94 | 95.4 | F | | 0.94 | 96.0 | F |
| | WB - T (ML) | 0.62 | 21.4 | C | 0.62 | 21.4 | C | | 0.64 | 22.4 | C |
| | WB - TR (SR) | 0.40 | 19.5 | B | 0.40 | 19.5 | B | | 0.41 | 20.3 | C |
| | NB - LTR | 1.27 | 157.3 | F | 1.32 | 179.0 | F | * | 1.23 | 140.4 | F |
| | SB - L | 0.59 | 16.9 | B | 0.60 | 17.1 | B | | 0.58 | 16.3 | B |
| | SB - TR | 1.13 | 90.7 | F | 1.14 | 95.2 | F | * | 1.12 | 83.1 | F |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

***** - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

**Table C-5e**

**Future With Phase II With Mitigation Traffic Level of Service Analysis - Saturday 1-2 PM Pregame**

| | LANE GROUP | SATURDAY MD PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 1. Tillary Street (E-W) @ | EB - L | 0.68 | 55.4 | E | 0.68 | 55.4 | E | | 0.65 | 53.1 | D | |
| Flatbush Avenue Extension (N-S) | EB - T | 1.00 | 65.5 | E | 1.00 | 65.5 | E | | 1.00 | 65.5 | E | |
| | EB - R | 1.64 | 339.6 | F | 1.64 | 339.6 | F | | 1.64 | 339.6 | F | |
| | WB - L | 1.36 | 220.0 | F | 1.40 | 237.4 | F | * | 1.33 | 205.8 | F | |
| | WB - TR | 0.80 | 43.9 | D | 0.80 | 43.9 | D | | 0.80 | 43.9 | D | |
| | WB - R | 1.07 | 93.9 | F | 1.07 | 93.9 | F | | 1.07 | 93.9 | F | |
| | NB - L | 0.77 | 30.0 | C | 0.76 | 29.8 | C | | 0.79 | 29.9 | C | |
| | NB - T | 0.54 | 25.5 | C | 0.56 | 25.8 | C | | 0.57 | 26.6 | C | |
| | NB - R (Unsignalized) | 0.83 | 28.6 | D | 0.86 | 30.8 | D | | 0.86 | 30.8 | D | |
| | SB - T | 0.92 | 52.5 | D | 0.94 | 55.2 | E | | 0.94 | 55.2 | E | |
| | SB - R | 0.30 | 34.5 | C | 0.30 | 34.5 | C | | 0.30 | 34.5 | C | |
| 2. Myrtle Avenue (E-W) @ | EB - LTR | 0.62 | 30.8 | C | 0.62 | 30.8 | C | | 0.64 | 31.9 | C | |
| Gold St-Flatbush Ave Extension (N-S) | WB - L | 0.79 | 48.7 | D | 0.79 | 48.7 | D | | 0.81 | 52.2 | D | |
| | WB - TR | 0.66 | 31.0 | C | 0.66 | 31.0 | C | | 0.68 | 32.1 | C | |
| | NB - TR | 1.18 | 115.6 | F | 1.21 | 126.0 | F | * | 1.19 | 116.8 | F | |
| | SB - TR | 0.93 | 35.5 | D | 0.96 | 38.3 | D | | 0.94 | 35.6 | D | |
| | | | | | | | A | | | | | |
| 3. Willoughby Street (E-W) @ | EB - L | 2.03 | 517.4 | F | 2.03 | 517.4 | F | | 2.03 | 517.4 | F | |
| Flatbush Avenue Extension (N-S) | EB - R | 0.93 | 57.6 | E | 0.93 | 57.6 | E | | 0.93 | 57.6 | E | |
| | WB - LTR | 1.47 | 254.9 | F | 1.47 | 254.9 | F | | 1.47 | 254.9 | F | |
| | NB - T | 0.83 | 28.2 | C | 0.85 | 29.0 | C | | 0.85 | 29.0 | C | |
| | SB - TR | 1.09 | 78.4 | E | 1.12 | 87.4 | F | * | 1.12 | 87.4 | F | * |
| 4. Dekalb Avenue(E-W) @ | WB - LTR | 0.92 | 49.5 | D | 0.94 | 52.1 | D | | 0.94 | 52.1 | D | |
| Flatbush Avenue Extension (N-S) | NB - T | 1.11 | 80.9 | F | 1.12 | 87.7 | F | * | 1.12 | 87.7 | F | * |
| | SB - TR | 1.08 | 73.9 | E | 1.11 | 83.2 | F | * | 1.11 | 83.2 | F | * |
| 5. Fulton Street (E-W) @ | EB - LTR | 0.61 | 46.1 | D | 0.61 | 46.1 | D | | 0.63 | 48.0 | D | |
| Flatbush Ave-Flatbush Ave Ext (N-S) | WB - LT | 1.04 | 105.1 | F | 1.04 | 105.1 | F | | 1.04 | 105.6 | F | |
| | WB - R | 0.42 | 20.3 | C | 0.42 | 20.3 | C | | 0.40 | 20.3 | C | |
| | NB - T | 1.40 | 222.7 | F | 1.42 | 232.2 | F | * | 1.39 | 216.8 | F | |
| | SB - L | 1.87 | 446.5 | F | 1.87 | 446.5 | F | | 1.87 | 446.5 | F | |
| | SB - T | 0.83 | 22.2 | C | 0.85 | 22.9 | C | | 0.84 | 21.9 | C | |
| 7. Lafayette Avenue-Schermerhorn Street (EB) | EB - L | 0.80 | 53.0 | D | 0.80 | 53.0 | D | | 0.83 | 56.6 | E | |
| @ | EB - LT | 0.72 | 42.2 | D | 0.72 | 42.2 | D | | 0.74 | 43.6 | D | |
| Flatbush Avenue Ext (N-S) | NB - TR | 1.28 | 158.1 | F | 1.29 | 165.3 | F | * | 1.27 | 154.6 | F | |
| | SB - L | 1.22 | 168.2 | F | 1.22 | 164.6 | F | | 1.22 | 168.6 | F | |
| | SB - T | 0.73 | 16.9 | B | 0.75 | 17.4 | B | | 0.74 | 16.6 | B | |
| 8. 4th Avenue (WB) @ | NB - T | 1.22 | 134.4 | F | 1.23 | 141.5 | F | * | 1.19 | 121.6 | F | |
| Flatbush Avenue (N-S) | SB-TR | 1.12 | 90.5 | F | 1.15 | 106.4 | F | * | 1.11 | 88.2 | F | |
| | SB - R | 1.07 | 77.9 | E | 1.07 | 77.9 | E | | 1.03 | 64.0 | E | |
| | | | | | | | A | | | | | |
| 9. Atlantic Avenue (E-W) @ | EB - T | 0.75 | 28.9 | C | 0.79 | 30.3 | C | | 0.79 | 30.3 | C | |
| Flatbush Avenue (N-S) | EB - R | 0.93 | 65.4 | E | 0.93 | 65.4 | E | | 0.93 | 65.4 | E | |
| | WB - TR | 1.05 | 72.8 | E | 1.13 | 103.1 | F | * | 1.13 | 103.1 | F | * |
| | WB - R | 1.39 | 225.3 | F | 1.46 | 253.4 | F | * | 1.46 | 253.4 | F | * |
| | NB - LT | 1.03 | 60.4 | E | 1.04 | 63.8 | E | | 1.04 | 63.8 | E | |
| | SB - LT | 0.81 | 29.2 | C | 0.84 | 30.1 | C | | 0.84 | 30.1 | C | |
| 11. 5th Avenue (EB) @ | EB - L | 0.43 | 28.8 | C | 0.43 | 28.8 | C | | 0.45 | 30.5 | C | |
| Flatbush Avenue (N-S) | NB - T | 0.58 | 19.8 | B | 0.58 | 19.8 | B | | 0.56 | 18.4 | B | |
| | SB - TR | 1.02 | 51.1 | D | 1.06 | 65.1 | E | * | 1.02 | 51.8 | D | |
| 12. Dean Street (EB) @ | EB - T | 1.00 | 55.2 | E | 1.21 | 134.2 | F | * | 1.21 | 134.2 | F | * |
| Flatbush Avenue (N-S) | EB - R | 0.26 | 23.4 | C | 0.26 | 23.4 | C | | 0.26 | 23.4 | C | |
| | NB - TR | 1.10 | 82.5 | F | 1.10 | 82.5 | F | | 1.10 | 82.5 | F | |
| | SB - T | 0.63 | 22.6 | C | 0.63 | 22.6 | C | | 0.63 | 22.6 | C | |
| 13. Bergen Street (WB) @ | WB - LT | 0.92 | 48.5 | D | 1.01 | 67.5 | E | * | 1.01 | 67.5 | E | * |
| Flatbush Avenue (N-S) | WB - R | 0.16 | 22.5 | C | 0.16 | 22.5 | C | | 0.16 | 22.5 | C | |
| | NB - T | 0.96 | 37.5 | D | 0.96 | 37.5 | D | | 0.96 | 37.5 | D | |
| | SB - TR | 1.04 | 64.4 | E | 1.04 | 64.4 | E | | 1.04 | 64.4 | E | |
| 17. Sterling Place (WB) @ | WB - LTR | 0.39 | 26.3 | C | 0.39 | 26.3 | C | | 0.40 | 27.1 | C | |
| Flatbush Avenue (N-S) | NB - T | 1.04 | 56.3 | E | 1.05 | 61.1 | E | * | 1.04 | 54.4 | D | |
| | SB - TR | 1.00 | 46.5 | D | 1.01 | 47.2 | D | | 0.99 | 42.5 | D | |

| | LANE GROUP | SATURDAY MD PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 18. Tillary Street (E-W) @ | EB - TR | 0.65 | 42.1 | D | 0.66 | 42.2 | D | | 0.66 | 42.2 | D | |
| Adams St -Brooklyn Br (N-S) | WB - L | 1.21 | 157.9 | F | 1.22 | 161.3 | F | * | 1.22 | 161.3 | F | * |
| | WB - T | 0.36 | 36.1 | D | 0.36 | 36.1 | D | | 0.36 | 36.1 | D | |
| | WB - R | 1.28 | 173.7 | F | 1.28 | 173.7 | F | | 1.28 | 173.7 | F | |
| | NB - T (ML) | 0.99 | 60.4 | E | 1.05 | 78.7 | E | * | 1.05 | 78.7 | E | * |
| | NB - TR (SR) | 0.99 | 79.1 | E | 1.00 | 81.9 | F | | 1.00 | 81.9 | F | |
| | SB - L (ML) | 0.78 | 46.5 | D | 0.78 | 46.5 | D | | 0.78 | 46.5 | D | |
| | SB - T (ML) | 0.70 | 25.1 | C | 0.74 | 26.4 | C | | 0.74 | 26.4 | C | |
| | SB - R (SR) | 0.03 | 14.8 | B | 0.03 | 14.8 | B | | 0.03 | 14.8 | B | |
| 19. Myrtle Avenue (E-W) @ | EB - LTR | 0.74 | 15.7 | B | 0.74 | 15.7 | B | | 0.75 | 16.9 | B | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.68 | 13.0 | B | 0.68 | 13.0 | B | | 0.70 | 14.0 | B | |
| | NB - LTR | 1.91 | 445.6 | F | 1.99 | 480.8 | F | * | 1.92 | 447.4 | F | |
| | SB - LTR | 1.80 | 400.8 | F | 1.91 | 451.6 | F | * | 1.80 | 400.3 | F | |
| 20. Dekalb Avenue (WB) @ | WB - LTR | 1.16 | 88.9 | F | 1.16 | 88.9 | F | | 1.16 | 88.9 | F | |
| Vanderbilt Avenue (N-S) | NB - LT | 1.77 | 367.4 | F | 1.96 | 450.5 | F | * | 1.96 | 450.5 | F | * |
| | SB - TR | 1.06 | 73.4 | E | 1.11 | 89.3 | F | * | 1.11 | 89.3 | F | * |
| 23. Fulton Street (E-W) @ | EB - LTR | 1.18 | 108.8 | F | 1.18 | 108.8 | F | | 1.18 | 108.8 | F | |
| Vanderbilt Avenue (N-S) | WB - LTR | 0.90 | 34.2 | C | 0.90 | 34.2 | C | | 0.90 | 34.2 | C | |
| | NB - L | 1.58 | 319.2 | F | 1.81 | 424.6 | F | * | 1.81 | 424.6 | F | * |
| | NB - TR | 0.85 | 37.9 | D | 0.93 | 46.8 | D | * | 0.93 | 46.8 | D | * |
| | SB - L | 0.18 | 21.4 | C | 0.22 | 22.4 | C | | 0.22 | 22.4 | C | |
| | SB - TR | 1.12 | 97.0 | F | 1.24 | 148.3 | F | * | 1.24 | 148.3 | F | * |
| 24. Livingston Street (E-W) @ | EB - LTR | 0.92 | 83.5 | F | 0.92 | 83.5 | F | | 0.92 | 83.5 | F | |
| Boerum Place (N-S) | WB - LT | 1.41 | 242.2 | F | 1.41 | 242.2 | F | | 1.41 | 242.2 | F | |
| | WB - R | 1.36 | 224.9 | F | 1.36 | 224.9 | F | | 1.36 | 224.9 | F | |
| | NB - L | 0.30 | 30.1 | C | 0.31 | 30.9 | C | | 0.31 | 30.9 | C | |
| | NB - TR | 0.88 | 40.6 | D | 0.92 | 44.0 | D | | 0.92 | 44.0 | D | |
| | SB - L | 1.01 | 87.9 | F | 1.02 | 93.9 | F | * | 1.02 | 93.9 | F | * |
| | SB - TR | 0.47 | 15.5 | B | 0.50 | 15.9 | B | | 0.50 | 15.9 | B | |
| 26. State Street (EB) @ | EB - LTR | 0.38 | 35.3 | D | 0.38 | 35.3 | D | | 0.38 | 35.3 | D | |
| Boerum Place (N-S) | NB - TR | 0.45 | 13.3 | B | 0.48 | 13.6 | B | | 0.48 | 13.6 | B | |
| | SB - L | - | - | - | - | - | - | | 0.68 | 32.9 | C | |
| | SB-T | - | - | - | - | - | - | | 0.70 | 18.2 | B | |
| | SB - LT | 0.81 | 22.1 | C | 0.85 | 24.5 | C | | - | 19.4 | B | |
| 27. Atlantic Avenue (E-W) @ | EB - LT | 1.17 | 123.0 | F | 1.21 | 138.2 | F | * | 1.18 | 124.8 | F | |
| Hicks Street (NB) | WB - TR | 0.76 | 30.4 | C | 0.78 | 31.0 | C | | 0.77 | 29.9 | C | |
| | NB - L | 0.65 | 33.0 | C | 0.65 | 33.0 | C | | 0.66 | 34.1 | C | |
| | NB - LT | 0.63 | 31.9 | C | 0.63 | 31.9 | C | | 0.64 | 33.0 | C | |
| | NB - R | 0.47 | 28.7 | C | 0.47 | 28.7 | C | | 0.48 | 29.6 | C | |
| 28. Atlantic Avenue (E-W) @ | EB - TR | 0.70 | 21.2 | C | 0.71 | 21.6 | C | | 0.70 | 20.7 | C | |
| Henry Street (SB) | WB - LT | 0.96 | 42.6 | D | 0.99 | 48.7 | D | * | 0.97 | 43.4 | D | |
| | SB - LTR | 0.72 | 39.8 | D | 0.72 | 39.8 | D | | 0.74 | 41.5 | D | |
| 29. Atlantic Avenue (E-W) @ | EB - LT | 1.13 | 97.9 | F | 1.16 | 110.8 | F | * | 1.16 | 110.8 | F | * |
| Clinton Street (NB) | WB - TR | 0.66 | 21.6 | C | 0.67 | 22.0 | C | | 0.67 | 22.0 | C | |
| | NB - LTR | 1.09 | 88.0 | F | 1.09 | 88.0 | F | | 1.09 | 88.0 | F | |
| 30. Atlantic Avenue (E-W) @ | EB - L | 1.23 | 137.6 | F | 1.25 | 145.2 | F | * | 1.22 | 134.6 | F | |
| Boerum Place (SB) | EB - TR | 1.52 | 274.4 | F | 1.56 | 293.1 | F | * | 1.52 | 274.6 | F | |
| | WB - LT | 1.33 | 198.2 | F | 1.37 | 214.2 | F | * | 1.33 | 195.5 | F | |
| | WB - R | 1.19 | 109.7 | F | 1.28 | 147.0 | F | * | 1.28 | 146.1 | F | * |
| | SB - L | 0.69 | 33.3 | C | 0.74 | 35.1 | D | | 0.76 | 36.4 | D | |
| | SB - T | 0.38 | 27.6 | C | 0.38 | 27.6 | C | | 0.39 | 28.4 | C | |
| | SB - R | 0.68 | 39.1 | D | 0.68 | 39.1 | D | | 0.70 | 40.9 | D | |
| 31. Atlantic Avenue (E-W) @ | EB - LT | 1.73 | 357.5 | F | 1.88 | 422.0 | F | * | 1.88 | 422.0 | F | * |
| Smith Street (NB) | WB - TR | 0.95 | 32.8 | C | 1.00 | 43.6 | D | | 1.00 | 43.6 | D | |
| | NB - L | 0.85 | 50.0 | D | 0.85 | 50.0 | D | | 0.85 | 50.0 | D | |
| | NB - TR | 1.04 | 83.3 | F | 1.04 | 83.3 | F | | 1.04 | 83.3 | F | |
| 33. Atlantic Avenue (E-W) @ | EB - T | 0.92 | 30.7 | C | 0.97 | 38.1 | D | | 0.96 | 35.0 | D | |
| Bond Street (NB) | WB - TR | 0.99 | 29.3 | C | 1.04 | 46.8 | D | * | 1.03 | 40.1 | D | |
| | NB - LTR | 0.79 | 44.3 | D | 0.79 | 44.3 | D | | 0.81 | 46.5 | D | |
| 34. Atlantic Avenue (E-W) @ | EB - T | 0.82 | 21.6 | C | 0.87 | 24.0 | C | | 0.82 | 19.5 | B | |
| Nevins Street (SB) | EB - R | 0.25 | 11.6 | B | 0.25 | 11.6 | B | | 0.23 | 9.7 | A | |
| | WB - LT | 1.46 | 232.8 | F | 1.58 | 287.5 | F | * | 1.46 | 233.5 | F | |
| | SB - L | 0.36 | 32.6 | C | 0.36 | 32.6 | C | | 0.42 | 36.0 | D | |
| | SB - TR | 0.90 | 43.4 | D | 0.90 | 43.4 | D | | 0.77 | 41.3 | D | |

| | LANE GROUP | SATURDAY MD PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 36. Atlantic Avenue (E-W) @ | EB - T | 1.08 | 87.1 | F | 1.16 | 116.3 | F | * | 1.16 | 116.3 | F | * |
| 4th Avenue(N-S) | EB - R | 0.85 | 62.4 | E | 0.85 | 62.4 | E | | 0.85 | 62.4 | E | |
| | WB - T | 0.65 | 31.3 | C | 0.70 | 32.4 | C | | 0.70 | 32.4 | C | |
| | NB - L | 0.82 | 50.3 | D | 0.82 | 50.3 | D | | 0.82 | 50.3 | D | |
| | NB - R | 0.85 | 59.8 | E | 0.85 | 59.8 | E | | 0.85 | 59.8 | E | |
| | SB - LT | 0.97 | 66.6 | E | 0.97 | 66.6 | E | | 0.97 | 66.6 | E | |
| | SB - R | 0.39 | 39.8 | D | 0.39 | 39.8 | D | | 0.39 | 39.8 | D | |
| 37. Atlantic Avenue (E-W) @ | EB - L | 0.78 | 52.3 | D | 0.78 | 52.5 | D | | 0.78 | 52.9 | D | |
| Fort Greene Place (SB) | EB - T | 0.51 | 17.1 | B | 0.55 | 17.7 | B | | 0.53 | 15.7 | B | |
| | WB - TR | 1.14 | 103.2 | F | 1.20 | 131.1 | F | * | 1.14 | 101.0 | F | |
| | SB - L | 0.31 | 29.1 | C | 0.31 | 29.1 | C | | 0.33 | 31.6 | C | |
| | SB - R | 0.41 | 33.4 | C | 0.41 | 33.4 | C | | 0.45 | 36.8 | D | |
| 38. Atlantic Avenue (E-W) @ | EB - TR | 0.75 | 28.0 | C | 0.83 | 31.3 | C | | 0.83 | 31.3 | C | |
| 6th Ave-South Portland Ave (N-S) | WB - L | 0.56 | 19.9 | B | 0.64 | 25.8 | C | | 0.70 | 30.9 | C | |
| | WB - TR | 0.69 | 17.3 | B | 0.74 | 18.5 | B | | 0.76 | 20.2 | C | |
| | NB - L | 0.58 | 46.4 | D | 0.58 | 47.1 | D | | 0.54 | 42.7 | D | |
| | NB - TR | 0.64 | 42.2 | D | 0.70 | 45.6 | D | | 0.66 | 42.0 | D | |
| | SB - L | 0.71 | 52.4 | D | 0.79 | 62.2 | E | * | 0.73 | 53.1 | D | |
| | SB - TR | 0.70 | 46.0 | D | 0.71 | 46.6 | D | | 0.67 | 42.9 | D | |
| 40. Atlantic Avenue (E-W) @ | EB - L | 1.24 | 203.5 | F | 1.28 | 217.6 | F | * | 1.28 | 217.6 | F | * |
| Carlton Avenue (NB) | EB - TR | 0.56 | 18.4 | B | 0.61 | 19.4 | B | | 0.61 | 19.4 | B | |
| | WB - L | 0.34 | 20.0 | B | 0.84 | 62.1 | E | * | 0.84 | 62.1 | E | * |
| | WB - TR | 0.75 | 22.5 | C | 0.76 | 22.8 | C | | 0.76 | 22.8 | - | |
| | NB - LTR | 0.75 | 41.5 | D | 1.23 | 156.5 | F | * | 1.23 | 156.5 | F | * |
| 41. Atlantic Avenue (E-W) @ | EB - L | 1.06 | 138.0 | F | 1.17 | 177.4 | F | * | 1.06 | 136.5 | F | |
| Clermont Avenue (SB) | EB - T | 0.51 | 14.0 | B | 0.54 | 14.4 | B | | 0.52 | 12.7 | B | |
| | WB - TR | 0.74 | 17.7 | B | 0.76 | 18.3 | B | | 0.73 | 16.0 | B | |
| | SB - LR | 0.58 | 39.5 | D | 0.58 | 39.5 | D | | 0.63 | 43.5 | D | |
| 42. Atlantic Avenue (E-W) @ | EB - T | 0.77 | 33.6 | C | 0.78 | 34.1 | C | | 0.78 | 34.1 | C | |
| Vanderbilt Avenue (N-S) | EB - R | 0.52 | 31.1 | C | 0.82 | 50.2 | D | * | 0.60 | 23.0 | C | |
| | WB - L | 0.79 | 40.9 | D | 0.98 | 76.2 | E | * | 0.98 | 76.2 | E | * |
| | WB - TR | 1.17 | 109.4 | F | 1.18 | 115.8 | F | * | 1.18 | 115.8 | F | * |
| | NB - L | 0.72 | 38.8 | D | 0.87 | 56.2 | E | * | 0.87 | 56.2 | E | * |
| | NB - T | 0.69 | 35.7 | D | 0.77 | 39.5 | D | | 0.77 | 39.5 | D | |
| | NB - R | 0.38 | 27.9 | C | 0.47 | 29.9 | C | | 0.47 | 29.9 | C | |
| | SB - TR | 0.80 | 43.7 | D | 0.90 | 49.4 | D | * | 0.90 | 49.4 | D | * |
| 46. Atlantic Avenue (E-W) @ | EB - TR | 0.63 | 16.0 | B | 0.66 | 16.5 | B | | 0.66 | 16.5 | B | |
| Grand Avenue (SB) | WB - L | 0.75 | 51.3 | D | 0.82 | 65.8 | E | * | 0.82 | 65.8 | E | * |
| | WB - T | 0.69 | 17.3 | B | 0.72 | 17.8 | B | | 0.72 | 17.8 | B | |
| | SB - LTR | 0.83 | 47.2 | D | 0.83 | 47.2 | D | | 0.83 | 47.2 | D | |
| 51. Dean Street (EB) @ | EB - LTR | 0.68 | 27.6 | C | 0.70 | 28.4 | C | | 0.71 | 29.6 | C | |
| 3rd Avenue Avenue (N-S) | NB - TR | 1.11 | 89.5 | F | 1.12 | 93.6 | F | * | 1.09 | 83.6 | F | |
| | SB - LT | 0.46 | 28.5 | C | 0.47 | 28.5 | C | | 0.45 | 27.3 | C | |
| 53. Dean Street (EB) @ | EB - LTR | 1.60 | 331.1 | F | 1.80 | 418.8 | F | * | 1.61 | 330.0 | F | |
| 5th Avenue (N-S) | NB - TR | 1.40 | 235.0 | F | 1.43 | 246.7 | F | * | 1.38 | 223.9 | F | |
| | SB - L | 0.13 | 8.1 | A | 0.21 | 8.9 | A | | 0.22 | 9.9 | A | |
| | SB - T | 0.37 | 8.3 | A | 0.37 | 8.3 | A | | 0.38 | 9.7 | A | |
| 54. Dean Street (EB) @ | EB - L | 0.95 | 58.3 | E | 1.34 | 196.5 | F | * | 1.03 | 75.6 | E | * |
| 6th Avenue (N-S) | EB - TR | 1.28 | 162.2 | F | 1.52 | 262.8 | F | * | 1.25 | 142.7 | F | |
| | NB - TR | 0.40 | 10.4 | B | 0.43 | 10.8 | B | | 0.50 | 14.5 | B | |
| | SB - LT | 0.65 | 14.8 | B | 0.70 | 16.2 | B | | 0.81 | 24.4 | C | |
| 55. Dean Street (EB) @ | EB-LT | 1.31 | 167.1 | F | 1.56 | 276.5 | F | * | 1.30 | 161.5 | F | |
| Carlton Avenue (NB) | NB - TR | 0.38 | 10.9 | B | 0.44 | 11.9 | B | | 0.52 | 15.9 | B | |
| 56. Dean Street (EB) @ | EB - L | 0.31 | 26.7 | C | 0.33 | 27.0 | C | | 0.32 | 26.0 | C | |
| Vanderbilt Avenue (N-S) | EB - TR | 0.91 | 55.3 | E | 1.28 | 176.2 | F | * | - | - | - | |
| | EB - T | - | - | - | - | - | - | | 0.65 | 33.8 | C | |
| | EB - R | - | - | - | - | - | - | | 0.72 | 40.1 | D | |
| | EB - LTR | - | 49.1 | D | - | 150.1 | F | * | - | 35.2 | D | |
| | NB - TR | 0.79 | 20.2 | C | 0.83 | 22.6 | C | | 0.85 | 24.4 | C | |
| | SB - L | 0.30 | 11.5 | B | 0.31 | 11.9 | B | | 0.32 | 12.7 | B | |
| | SB - T | 0.77 | 19.1 | B | 0.79 | 19.7 | B | | 0.80 | 21.1 | C | |
| 58. Dean Street (EB) @ | EB - LT | - | - | - | - | - | - | | 0.56 | 20.2 | C | |
| Washington Avenue (N-S) | EB - R | - | - | - | - | - | - | | 0.44 | 18.3 | B | |
| | EB - LTR | 0.88 | 38.2 | D | 0.96 | 50.5 | D | * | - | 19.5 | B | |
| | NB - TR | 0.89 | 24.9 | C | 0.89 | 24.9 | C | | 0.89 | 24.9 | C | |
| | SB - LT | 0.99 | 42.6 | D | 0.99 | 42.6 | D | | 0.99 | 42.6 | D | |

| | LANE GROUP | SATURDAY MD PEAK HOUR | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No-Action | | | With-Action | | | | Mitigation | | | |
| | | V/C RATIO | Delay (sec.) | LOS | V/C RATIO | Delay (sec.) | LOS | | V/C RATIO | Delay (sec.) | LOS | |
| 59. Bergen Street (WB) @ | WB - LTR | 1.18 | 116.8 | F | 1.27 | 159.3 | F | * | 1.05 | 66.4 | E | |
| 4th Avenue (N-S) | NB - L | 0.77 | 60.2 | E | 0.77 | 60.2 | E | | 0.77 | 60.2 | E | |
| | NB - T | 0.76 | 32.7 | C | 0.79 | 33.5 | C | | 0.79 | 33.5 | C | |
| | SB - TR | 0.69 | 32.1 | C | 0.69 | 32.1 | C | | 0.69 | 32.1 | C | |
| 60. Bergen Street (WB) @ | WB - L | 0.33 | 35.9 | D | 0.37 | 36.6 | D | | 0.32 | 33.3 | C | |
| 5th Avenue (N-S) | WB - TR | 1.50 | 275.7 | F | 1.63 | 334.7 | F | * | 1.50 | 274.5 | F | |
| | NB - LT | 0.77 | 22.4 | C | 0.77 | 22.8 | C | | 0.83 | 28.2 | C | |
| | SB - TR | 0.64 | 18.0 | B | 0.64 | 18.0 | B | | 0.67 | 20.7 | C | |
| 61. Bergen Street (WB) @ | WB - TR | 1.15 | 97.9 | F | 1.26 | 145.8 | F | * | 1.14 | 93.4 | F | |
| Carlton Avenue (NB) | NB - LT | 0.24 | 8.4 | A | 0.27 | 8.6 | A | | 0.28 | 9.9 | A | |
| 62. Bergen Street (WB) @ | WB - L | 0.19 | 25.6 | C | 0.19 | 25.6 | C | | 0.19 | 25.6 | C | |
| Vanderbilt Avenue (N-S) | WB - T | - | - | - | - | - | - | | 0.84 | 43.4 | D | |
| | WB - R | - | - | - | - | - | - | | 0.46 | 30.1 | C | |
| | WB - TR | 1.18 | 128.6 | F | 1.26 | 162.5 | F | * | - | 37.8 | D | |
| | NB - L | 0.14 | 8.3 | A | 0.16 | 8.6 | A | | 0.16 | 8.6 | A | |
| | NB - T | 0.63 | 13.4 | B | 0.65 | 13.9 | B | | 0.65 | 13.9 | B | |
| | SB - TR | 1.14 | 92.7 | F | 1.29 | 155.0 | F | * | 1.29 | 155.0 | F | * |
| 63. Saint Marks Place (EB) @ | EB - LTR | 0.39 | 26.3 | C | 0.39 | 26.3 | C | | 0.40 | 27.1 | C | |
| 4th Avenue (N-S) | NB - TR | 0.73 | 25.8 | C | 0.76 | 26.4 | C | | 0.74 | 25.4 | C | |
| | SB - L | 0.62 | 49.4 | D | 0.66 | 55.9 | E | * | 0.65 | 52.5 | D | |
| | SB - T | 0.70 | 25.6 | C | 0.73 | 26.5 | C | | 0.71 | 25.5 | C | |
| 66. Prospect Place (WB) @ | WB - LT | - | - | - | - | - | - | | 0.59 | 33.4 | C | |
| Vanderbilt Avenue (N-S) | WB - R | - | - | - | - | - | - | | 0.42 | 31.8 | C | |
| | WB - LTR | 0.83 | 41.6 | D | 0.83 | 41.6 | D | | - | 33.0 | C | |
| | NB - L | 0.17 | 8.4 | A | 0.18 | 8.5 | A | | 0.17 | 7.5 | A | |
| | NB - T | 0.59 | 12.4 | B | 0.61 | 12.8 | B | | 0.59 | 11.4 | B | |
| | SB - TR | 1.12 | 80.6 | F | 1.16 | 98.1 | F | * | 1.12 | 78.8 | E | |
| 68. Union Street (E-W) @ | EB - LTR | 0.85 | 31.9 | C | 0.85 | 31.9 | C | | 0.87 | 34.5 | C | |
| 5th Avenue (N-S) | WB - LTR | 0.67 | 25.0 | C | 0.67 | 25.0 | C | | 0.68 | 26.4 | C | |
| | NB - LTR | 1.09 | 76.3 | E | 1.10 | 80.4 | F | * | 1.07 | 70.3 | E | |
| | SB - LTR | 1.10 | 78.1 | E | 1.11 | 82.7 | F | * | 1.08 | 69.7 | E | |
| 69. Eastern Parkway (E-W) @ | EB - T | 0.65 | 22.1 | C | 0.65 | 22.1 | C | | 0.65 | 22.1 | C | |
| Washington Avenue (N-S) | EB - R | 0.46 | 22.0 | C | 0.46 | 22.0 | C | | 0.46 | 22.0 | C | |
| | WB - L (ML) | 0.79 | 50.7 | D | 0.79 | 50.7 | D | | 0.79 | 50.7 | D | |
| | WB - T (ML) | 0.65 | 21.9 | C | 0.65 | 21.9 | C | | 0.65 | 21.9 | C | |
| | WB - TR (SR) | 0.37 | 19.3 | B | 0.37 | 19.3 | B | | 0.37 | 19.3 | B | |
| | NB - LTR | 1.55 | 282.1 | F | 1.62 | 311.4 | F | * | 1.55 | 281.1 | F | |
| | SB - L | 0.63 | 23.2 | C | 0.65 | 25.0 | C | | 0.69 | 25.9 | C | |
| | SB - TR | 0.72 | 25.6 | C | 0.75 | 26.9 | C | | 0.75 | 26.9 | C | |
| 70. Bergen Street (WB) @ | WB - LTR | 1.00 | 50.0 | D | 1.12 | 87.8 | F | * | 1.01 | 50.2 | D | |
| 6th Avenue (N-S) | NB - LT | 0.55 | 13.3 | B | 0.59 | 14.1 | B | | 0.67 | 18.1 | B | |
| | SB - TR | 0.60 | 13.0 | B | 0.64 | 13.8 | B | | 0.69 | 16.3 | B | |
| 71. Union Street (E-W) @ | EB - LTR | 0.78 | 30.4 | C | 0.78 | 30.4 | C | | 0.80 | 31.8 | C | |
| 4th Avenue (N-S) | WB - LTR | 0.68 | 27.5 | C | 0.68 | 27.5 | C | | 0.69 | 28.6 | C | |
| | NB - TR | 1.05 | 65.9 | E | 1.07 | 75.7 | E | * | 1.05 | 67.0 | E | |
| | SB - L | 0.70 | 65.3 | E | 0.70 | 65.3 | E | | 0.70 | 64.7 | E | |
| | SB - TR | 0.95 | 46.8 | D | 0.98 | 52.7 | D | * | 0.96 | 48.2 | D | |

**Notes:**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach

V/C Ratio - Volume to Capacity Ratio, sec. - Seconds

LOS - Level of Service

* - Denotes an impacted movement

Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)