

### **4.5.1 INTRODUCTION**

This chapter evaluates the traffic, parking, transit, and pedestrian conditions for areas potentially affected by the Preferred Alternative. There have been a number of changes in the study area since the 2006 FEIS including changes in the transportation network, existing traffic volumes and traffic patterns, planned development projects, as well as changes in the No Build development for the Farley Complex. The purpose of this chapter is to assess the potential transportation impacts of the Project, taking the changes that have occurred since the 2006 FEIS into account and comparing conditions with the proposed Project to those conditions described in the 2006 FEIS, which concluded that the Project contemplated at that time would not result in any unmitigated significant adverse impacts to traffic, parking, transit, and pedestrian conditions in the respective study areas.

#### **OVERVIEW OF TRANSPORTATION ANALYSES IN THE 2006 FEIS**

As described in Chapter 3, “Project Alternatives,” an FEIS was issued in 2006 pursuant to SEQRA for the Farley/Moynihan Project. The 2006 FEIS included detailed analyses of several technical areas, including: traffic, parking, transit and pedestrians. The transportation analyses in this EA are based in part on the 2006 FEIS analyses and reflect the refined design for Moynihan Station, changes to the Project, and changes to background and future conditions since the 2006 FEIS.

#### *2006 FEIS EXISTING CONDITIONS*

For the transportation related technical area, the 2006 FEIS provided a description of existing conditions for the year 2005, as well as an assessment of conditions in the future both without and with the previously proposed Project. Much of the baseline analysis of existing conditions reflected the original data gathering and surveys conducted for the Hudson Yards Rezoning and Redevelopment Plan (Hudson Yards project) Final Generic EIS (FGEIS), which was based on a 2003 existing conditions analysis year. The 2003 baseline data was updated to 2005 conditions (the time when work on the EIS was initiated) by including background travel growth and incorporating trip generation for several development projects that were under construction at that time.

#### *2006 FEIS FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT*

In the 2006 FEIS, the future without the Project was assessed for 2010 and 2015 analysis years using existing conditions as a baseline and adding to it changes known or expected to be in place at various times in the future, including future development projects.

When the 2006 FEIS was completed, the Farley Complex was still owned by the USPS. The USPS had already initiated the consolidation of mail processing to the Morgan Facility, and, if the then proposed Project did not go forward, it was anticipated that USPS would continue to

## **Moynihan Station Development Project**

---

optimize mail processing operations and development opportunities without the Project. For the No Build analysis in the 2006 FEIS, it was assumed that the USPS would continue to occupy about 650,100 square feet, or just under half the space in the Farley Complex. The uses would have been comprised roughly of the same 265,000 square feet of the USPS retail and office facilities included in the Project's reasonable worst-case development scenario, along with approximately 400,000 square feet of space for administrative and mail sorting uses. The potential commercial component at the Farley Complex had been assumed to be 436,000 square feet of office space and 248,000 square feet of retail space in the No Build condition.

### *2006 FEIS FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT*

The 2006 FEIS examined two future build years, 2010 and 2015. For purposes of transportation related analyses, the 2006 FEIS assessed two reasonable worst-case development scenarios for the proposed Project. Scenario 1 included the development of Moynihan Station in Phase I by 2010 and the Phase II development of a commercial overbuild at the Farley Complex by 2015. Scenario 2 included the development of Moynihan Station in Phase I by 2010 and the Phase II development of a residential or mixed-use building on the Development Transfer Site, which would be constructed concurrently with Phase I and completed by 2010. The Scenario 2 development analyzed in the 2006 FEIS is essentially the same as the current Preferred Alternative with respect to its development program. Therefore, it is the one used for comparison purposes in this chapter.

#### *Traffic and Parking*

A traffic level of service (LOS) analysis was undertaken in 2006, following the guidelines and methodologies outlined in the *CEQR Technical Manual*, as discussed in Chapter 4.0 "Analytical Framework." The 2006 FEIS analysis used the most current version of Highway Capacity Manual software, and impacts were determined using *CEQR Technical Manual* impact criteria. Within the traffic study area, the 2006 FEIS identified significant adverse traffic impacts at 12 intersection locations during one or more analysis hours for the 2010 Build condition. An analysis of the weekday AM, midday, PM and Saturday midday peak hours concluded that there would be traffic impacts at 4, 4, 4, and 11 intersections, respectively. To fully mitigate these impacts, standard mitigation measures were identified for all the project-generated impacts. The 2006 FEIS concluded that the Project, as contemplated at that time, would not result in any unmitigated significant adverse traffic impacts. No significant adverse parking impacts were identified.

#### *Transit and Pedestrians*

The 2006 FEIS included a level of service (LOS) analysis for transit and pedestrians that followed the guidelines methodologies outlined in the *CEQR Technical Manual*. The transit and pedestrian analysis for the proposed Project for the 2010 Build conditions found that there would not be any significant adverse subway impacts. However, the 2006 FEIS concluded that there would be impacts at 14 pedestrian analysis locations. All of the identified adverse impacts could be fully mitigated with standard mitigation measures.

## **PREFERRED ALTERNATIVE LAND USE COMPONENTS**

Table 4.5-1 shows the land use components for the Preferred Alternative under two development options, a No Action and a Preferred Alternative scenario. Under the No Action scenario, it is anticipated that some redevelopment would occur at the Farley Complex in order to support the

operation, maintenance, and debt service of the building. The No Action scenario assumes 265,000 square feet of space for the USPS to support existing retail and other operations at the Farley Complex but would add 551,000 square feet of office space and 518,100 square feet of destination retail space to the Farley Complex. The No Action land use at the Farley Complex is included in the 2015 No Build conditions.

**Table 4.5-1  
Farley Complex Land Use Components  
No Action vs. Preferred Alternative Scenario**

Land Use Component	No Action	Preferred Alternative	
	Farley Complex (MSDC Ownership)	Farley Complex (2006 FEIS RWCDs)	Development Transfer Site Mixed-Use Option C (2006 FEIS)
Railroad Station	0	300,000 <sup>2</sup>	
Station Retail	0	86,000	
USPS	265,000 <sup>1</sup>	265,000 <sup>1</sup>	
Commercial Office	551,000	0	
Hotel	0	125,000	310,000 <sup>3</sup>
Residential	0	0	630,000 <sup>4</sup>
Local Retail			120,000
Destination Retail	518,100	518,100	
Banquet Facilities	0	35,000 <sup>5</sup>	
Common Areas	50,250	50,250	
Docks / Services	24,000	24,000	
Hotel Core / Lobby	0	5,000 <sup>6</sup>	
<b>Total</b>	<b>1,408,350</b>	<b>1,408,350</b>	<b>1,060,000</b>
<b>Notes:</b>			
RWCDs = Reasonable Worst-Case Development Scenario			
1 The USPS postal lobby and office space is included in the Existing Conditions.			
2 AMTRAK's relocation to the Farley Complex will free-up about 62,100 square feet of train station space in Penn Station for other uses.			
3 310 hotel rooms			
4 630 dwelling units			
5 Banquet facilities analyzed as destination retail space			
6 Hotel Core / Lobby included with Hotel space for analysis			

The program for the Preferred Alternative at the Farley Complex is similar to the Reasonable Worst-Case Development Scenario (RWCDs) identified in the 2006 FEIS. It would provide 265,000 square feet for USPS and 518,100 square feet of destination retail space, 300,000 square feet of train station space to accommodate the relocation of Amtrak operations from Penn Station to Moynihan Station, 125,000 square feet of hotel space, 86,000 square feet of transit related retail space, and 35,000 square feet for a banquet facility. The Preferred Alternative also includes a total of 1,060,000 square feet of new development located at the Development Transfer Site. The mixed-use option for the Development Transfer Site assessed in the 2006 FEIS represents the most conservative (reasonable worst-case) assumptions of transportation trip generation and is, therefore, analyzed in this EA. In the Preferred Alternative, the Development Transfer Site building would include 310,000 square feet of hotel, 630,000 square feet of residential use, and 120,000 square feet of local retail space.

## 4.5.2 TRAVEL DEMAND PROJECTIONS

### TRIP GENERATION PROCEDURES

The approach used to determine trip generation followed *CEQR Technical Manual* guidelines. The transportation planning assumptions shown in Table 4.5-2 are based upon the 2009 Western Rail Yards (WRY) FEIS<sup>1</sup>. The assumptions used for that project were developed through an inter-agency working group that included the DCP, New York City Department Of Transportation, Hudson Yards Development Corp (HYDC), the Metropolitan Transportation Authority agencies, NJT, and PANYNJ. The working group also included participation from several consultant firms representing various proposed development projects in West Midtown Manhattan, including the Expanded Moynihan Project, a previous variation of the Project that was studied in 2007-2008 and is not currently being pursued. The 2009 WRY FEIS was utilized as the basis of the transportation and traffic planning assumptions of this EA. The WRY traffic study area encompasses the entire traffic network of the Project and it was developed in 2008-2009, making it a practical and suitable source for the analysis in this EA.

### TRIP GENERATION ESTIMATES

Trip rates developed for specific land uses are based upon the above referenced transportation planning assumptions. The net daily person trip rate per 1,000 gross square feet of development floor area is used for each land use category, which takes into account linked trips with more than one purpose. The resulting trips by mode and analysis hour are summarized in Tables 4.5-3 (2015 No Build–Farley Complex); Table 4.5-4 (2015 Preferred Alternative–Farley Complex), and Table 4.5-5 (2015 Preferred Alternative–Development Transfer Site).

## 4.5.3 TRAFFIC

### TRAFFIC STUDY AREA

The traffic study area has 39 analysis intersections bounded by 35th Street to the north, 28th Street to the south, Sixth Avenue/Broadway to the east, and Tenth Avenue to the west. The study area and the analysis intersections for the current Project are the same as those analyzed in the 2006 FEIS (see Figure 4.5-1).

### METHODOLOGY

Traffic volumes reported in the 2006 FEIS for the 2005 Existing, 2010 No Build, and 2010 Build were compared with the corresponding estimated traffic volumes for the 2008 Existing, 2015 No Build, and 2015 Build conditions for the current Project. This included comparing traffic volumes along two screenlines and a cordon line around the study area perimeter, as well as at individual intersection approaches. Any notable volume changes are identified in this analysis and their traffic related implications are discussed.

---

<sup>1</sup> The 2009 WRY FEIS is available at [http://www.nyc.gov/html/dcp/html/env\\_review/western\\_rail\\_yard.shtml](http://www.nyc.gov/html/dcp/html/env_review/western_rail_yard.shtml)



- Farely Complex
- ▨ Development Transfer Site
- Analysis Intersections

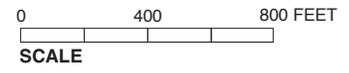


Table 4.5-2  
Transportation Planning Assumptions

Land Use	Station Retail		Local Retail		Hotel		Destination Retail		Commercial Office		Residential		
Trip Generation	(6,31,38)		(6,25,27,31)		(3, 26)		(25,21)		Area B (3,6,25,27)		Area C (2,3,6)		
Per 1000 GSF/rooms/DU	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	
Daily Person Trips	205	240	205	240	9.42	9.42	159	185	18	3.875	8.075	9.575	
Net Daily Person Trips	26	30	154	180	7.42	7.42	119	139					
Temporal Distribution	(39)		(25,26)		(5,27, 28)		(25)		(25,27,28,30)		(25,27)		
AM (8-9)	3.1%		3.1%		7.5%		0.0%		11.8%		9.1%		
MD (12-1)	19.0%		19.0%		14.4%		9.5%		15.0%		4.7%		
PM 5-6)	9.6%		9.6%		12.8%		9.8%		13.7%		10.7%		
SAT (1-2 PM)	9.5%		9.5%		7.5%		9.9%		15.0%		7.0%		
In / Out Directional Split	(27)		(25,27,32)		(18,25,26,27)		(32)		(25,27,30)		(25,27)		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
AM (8-9)	50%	50%	50%	50%	39%	61%	0%	0%	96%	4%	15%	85%	
MD (12-1)	50%	50%	50%	50%	54%	46%	55%	45%	48%	52%	50%	50%	
PM 5-6)	50%	50%	50%	50%	65%	35%	47%	53%	5%	95%	70%	30%	
SAT (1-2 PM)	50%	50%	50%	50%	56%	44%	52%	48%	57%	43%	50%	50%	
Modal Split (4)	(27)		(25,27)		(27)		(25,27)		(44)		(27)		
Mode	All Periods		All Periods		AM/PM/Sat MD	MD	AM	PM	MD/Sat MD	AM/PM	MD/Sat MD	All Other Times	Wkdy Midday
Auto	2.0%		2.0%		9.0%	8.0%	9.9%	9.0%	9.0%	13.8%	2.0%	0.0%	0.0%
Taxi	3.0%		3.0%		18.0%	15.0%	2.4%	4.0%	4.0%	1.2%	3.0%	11.8%	0.0%
Bus	6.0%		6.0%		3.0%	3.0%	15.8%	8.0%	8.0%	12.7%	6.0%	0.0%	0.0%
Subway	6.0%		6.0%		24.0%	13.0%	43.7%	26.5%	20.0%	52.6%	6.0%	59.1%	0.0%
Railroad	0.0%		0.0%		0.0%	0.0%	20.1%	2.0%	0.0%	15.5%	0.0%	0.0%	0.0%
Walk	83.0%		83.0%		46.0%	61.0%	7.2%	50.5%	59.0%	3.3%	83.0%	29.1%	0.0%
Other	0.0%		0.0%		0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Work at Home	0.0%		0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	-	0.0%
	100.0%		100.0%		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%
Vehicle Occupancy	(27)		(25,27)		(25)		(25,27)		(25)		(27)		
Auto	1.65		1.65		1.40		2.00		1.65		1.65		
Taxi	1.40		1.40		1.80		2.00		1.40		1.40		
Truck Trip Generation	(5,19)		(5,19,25,27)		(5,19,25,27)		(5,19,25,27)		(20,26)		(25,27,46)		
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	
Daily Vehicle Trips	0.35	0.02	0.35	0.02	0.06	0.01	0.35	0.02	0.16	0.01	0.03	0.01	
Temporal Distribution	(5,19,25,26,27)		(5,19,25,27)		(5,19,25,27)		(5,19,25,26,27)		(20,26)		(19,25,27)		
AM (8-9)	7.7%		7.7%		12.2%		7.7%		7.0%		12.2%		
MD (12-1)	11.0%		11.0%		8.7%		11.0%		7.0%		8.7%		
PM 5-6)	1.0%		1.0%		1.0%		1.0%		3.0%		2.0%		
SAT (1-2 PM)	11.0%		11.0%		9.0%		11.0%		11.0%		9.0%		
In / Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	

Table 4.5-2 (cont'd)  
Transportation Planning Assumptions

<p><b>Sources:</b></p> <p>(2) Source: Pushkarev &amp; Zupan, Urban Space for Pedestrians.</p> <p>(3) Saturday daily trip rate based on ratio of weekday to Saturday trip generation rates from ITE Trip Generation , 7th Edition for the appropriate land use category, as follows: 222 (High Rise Apartment); 710 (General Office Building). Hotel trip rate same as weekday per NYCDOT 03-14-08</p> <p>(5) Based on Saturday data from Coliseum Redevelopment FSEIS , July 1997. Weekday pre-game truck temporal distribution for Transit Retail based upon Willets Point EIS.</p> <p>(6) Source: City Environmental Quality Review (CEQR) Technical Manual, 2001 -- Appendix 3 and Hudson Yards FGEIS.</p> <p>(18) Weekday 10-11 PM directional distribution assumed based on pattern for residential uses.</p> <p>(19) Source: Curbside Pickup &amp; Delivery Operations &amp; Arterial Traffic Impacts , FHWA, February 1981. Saturday truck distribution assumed to equal weekday.</p> <p>(20) Weekday and Saturday office truck trip rate and temporal distribution based on PHA June 10, 2004 survey at existing office buildings in Midtown and Lower Manhattan. Weekday pre-game and post-game hours from Willets Point EIS per NYCDOT 03-14-08</p> <p>(21) Saturday trip rate based upon the weekday trip rate factored by the ratio between Saturday percent of average day to the average Tuesday, Wednesday, Thursday percentage of average day from ITE Trip Generation Handbook, 7th Edition, Shopping Center 820, Table 3, Column 3, more than 300,000 SF GLA.</p> <p>(25) Source: No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS , Nov. 2004.</p> <p>(26) Source: Atlantic Yards Arena &amp; Redevelopment Project FEIS, November 2006</p> <p>(27) Farley/Moynihan West FEIS, August 2006, Table 13-1, based upon 2000 Census Journey-to-Work Data where applicable.</p> <p>(28) Saturday 4-5 PM temporal distribution based upon ratio between Saturday peak hour of generator trip rate to Saturday daily trip rate with directional distribution based upon Saturday peak hour of generator. Source: ITE Trip Generation, 7th Edition, Land Use 310: Hotel.</p> <p>(30) Saturday 1-2 PM temporal distribution based upon ratio between Saturday peak hour of generator trip rate to Saturday daily trip rate with directional distribution based upon Saturday peak hour of generator. Source: ITE Trip Generation, 7th Edition, Land Use 710: General Office Building.</p> <p>(31) Local and Transit Retail Saturday trip generation based upon factoring weekday trip rate by ratio between Weekday and Saturday daily rates for locally orientated ITE 7th Edition, Land Use 851: Convenience Retail.</p> <p>(32) Saturday temporal and directional distributions for Local Retail and Destination Retail based on Saturday hourly variation for ITE Trip Generation, 7th Edition, Land Use 820: Shopping Center, Table 1 and Table 2, respectively.</p> <p>(38) Linked trips for Local Retail and Destination Retail are 25% of generated trips, as per CEQR Technical Manual, 30-23. Linked trips for Transit Retail are 87.5% of generated trips, as per Farley-Moynihan FEIS, August 2006</p> <p>(39) Temporal distribution for Transit Retail based upon temporal distribution for Local Retail, and represents the distribution for the 12.5% of trips that are not linked trips..</p> <p>(44) Source: Moynihan Unified Network Working Group based upon 2000 Census Reverse Journey-to-Work data for either Daily or AM peak period for selected single or groups of census tracts for each area.</p> <p>(46) The Saturday delivery truck trip generation rate assumes 20% of weekday rate.</p> <p><b>Notes:</b></p> <p>While the majority of the transit retail uses would serve railroad patrons, travel by railroad is not considered a mode of transportation to these uses. Instead, stops made at these retail uses by railroad patrons are considered linked trips and part of the entire travel via railroad between different origins and destinations.</p>
---

**Table 4.5-3  
Farley Complex Trip Generation - Commercial Office and Commercial Retail  
2015 Future without the Proposed Project**

Analysis Period and Use	Auto		Taxi		Subway		Bus		Railroad		Walk		Other		Total		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
<b>Person Trips by Mode</b>																		
<b>AM Peak Hour</b>																		
Commercial Office	155	6	13	1	591	25	143	6	174	7	37	2	0	0	1,113	46	1,160	
Commercial Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>155</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>591</b>	<b>25</b>	<b>143</b>	<b>6</b>	<b>174</b>	<b>7</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,113</b>	<b>46</b>	<b>1,160</b>	
<b>Midday Peak Hour</b>																		
Commercial Office	14	15	21	23	43	46	43	46	0	0	593	642	0	0	714	774	1,488	
Commercial Retail	288	239	128	106	640	532	256	213	0	0	1,887	1,569	0	0	3,198	2,659	5,857	
<b>Total</b>	<b>302</b>	<b>255</b>	<b>149</b>	<b>130</b>	<b>682</b>	<b>578</b>	<b>299</b>	<b>259</b>	<b>0</b>	<b>0</b>	<b>2,479</b>	<b>2,211</b>	<b>0</b>	<b>0</b>	<b>3,912</b>	<b>3,433</b>	<b>7,345</b>	
<b>PM Peak Hour</b>																		
Commercial Office	9	178	1	15	36	679	9	164	11	200	2	43	0	0	67	1,279	1,347	
Commercial Retail	254	290	113	129	746	854	225	258	56	64	1,423	1,629	0	0	2,817	3,225	6,042	
<b>Total</b>	<b>263</b>	<b>468</b>	<b>114</b>	<b>144</b>	<b>782</b>	<b>1,533</b>	<b>234</b>	<b>422</b>	<b>67</b>	<b>264</b>	<b>1,425</b>	<b>1,672</b>	<b>0</b>	<b>0</b>	<b>2,885</b>	<b>4,504</b>	<b>7,389</b>	
<b>Saturday Midday Peak Hour</b>																		
Commercial Office	4	3	5	4	11	8	11	8	0	0	152	114	0	0	183	138	320	
Commercial Retail	334	308	148	137	741	684	297	274	0	0	2,187	2,019	0	0	3,707	3,422	7,130	
<b>Total</b>	<b>337</b>	<b>311</b>	<b>154</b>	<b>141</b>	<b>752</b>	<b>693</b>	<b>308</b>	<b>282</b>	<b>0</b>	<b>0</b>	<b>2,339</b>	<b>2,133</b>	<b>0</b>	<b>0</b>	<b>3,890</b>	<b>3,560</b>	<b>7,450</b>	
Analysis Period and Use	Auto		Taxi		Truck / Delivery										Total		Total	
	In	Out	In	Out	In	Out							In	Out				
<b>Vehicle Trips by Type</b>																		
<b>AM Peak Hour</b>																		
Commercial Office	94	4	10	0	3	3									107	7	114	
Commercial Retail	0	0	0	0	7	7									7	7	14	
<b>Total</b>	<b>94</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>10</b>									<b>114</b>	<b>14</b>	<b>128</b>	
<b>Midday Peak Hour</b>																		
Commercial Office	9	9	15	17	3	3									27	29	56	
Commercial Retail	144	120	64	53	10	10									218	183	401	
<b>Total</b>	<b>153</b>	<b>129</b>	<b>79</b>	<b>70</b>	<b>13</b>	<b>13</b>									<b>245</b>	<b>212</b>	<b>457</b>	
<b>PM Peak Hour</b>																		
Commercial Office	6	108	1	11	1	11									8	120	128	
Commercial Retail	127	145	56	64	1	1									184	211	395	
<b>Total</b>	<b>132</b>	<b>253</b>	<b>57</b>	<b>76</b>	<b>2</b>	<b>2</b>									<b>192</b>	<b>331</b>	<b>522</b>	
<b>Saturday Midday Peak Hour</b>																		
Commercial Office	2	2	4	3	0	0									6	5	11	
Commercial Retail	167	154	74	68	1	1									242	223	465	
<b>Total</b>	<b>169</b>	<b>156</b>	<b>78</b>	<b>71</b>	<b>1</b>	<b>1</b>									<b>248</b>	<b>228</b>	<b>476</b>	

**Table 4.5-4.  
Farley Complex Trip Generation  
2015 Future with the Proposed Project**

Analysis Period and Use	Auto		Taxi		Subway		Bus		Railroad		Walk		Other		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
<b>Person Trips by Mode</b>																	
<b>AM Peak Hour</b>																	
Train Station	2	9	13	65	45	33	22	13	0	0	24	10	0	0	106	130	236
Station Retail	1	1	1	1	2	2	2	2	0	0	29	29	0	0	35	35	69
Hotel	2	4	5	8	7	10	1	1	0	0	12	20	0	0	27	42	70
Commercial Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Banquet Facilities	1	1	1	2	2	3	0	0	0	0	3	5	0	0	8	12	19
Hotel Core / Lobby	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	2	3
<b>Total</b>	<b>6</b>	<b>15</b>	<b>20</b>	<b>76</b>	<b>56</b>	<b>49</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>221</b>	<b>397</b>
<b>Midday Peak Hour</b>																	
Train Station	2	2	14	18	11	9	11	4	0	0	4	2	0	0	42	35	77
Station Retail	4	4	6	6	13	13	13	13	0	0	176	176	0	0	212	212	425
Hotel	6	5	11	9	9	8	2	2	0	0	44	37	0	0	72	61	134
Commercial Retail	288	239	128	106	640	532	256	213	0	0	1,887	1,569	0	0	3,198	2,659	5,857
Banquet Facilities	2	1	3	3	3	2	1	1	0	0	12	10	0	0	20	17	37
Hotel Core / Lobby	0	0	0	0	0	0	0	0	0	0	2	2	0	0	3	2	5
<b>Total</b>	<b>302</b>	<b>252</b>	<b>163</b>	<b>143</b>	<b>676</b>	<b>564</b>	<b>282</b>	<b>232</b>	<b>0</b>	<b>0</b>	<b>2,125</b>	<b>1,797</b>	<b>0</b>	<b>0</b>	<b>3,547</b>	<b>2,988</b>	<b>6,535</b>
<b>PM Peak Hour</b>																	
Train Station	10	2	56	16	42	44	42	16	0	0	18	22	0	0	168	100	268
Station Retail	2	2	3	3	6	6	6	6	0	0	89	89	0	0	107	107	215
Hotel	7	4	14	7	19	10	2	1	0	0	36	19	0	0	77	42	119
Commercial Retail	254	290	113	129	746	854	225	258	56	64	1,423	1,629	0	0	2,817	3,225	6,042
Banquet Facilities	2	1	4	2	5	3	1	0	0	0	10	5	0	0	22	12	33
Hotel Core / Lobby	0	0	1	0	1	0	0	0	0	0	1	1	0	0	3	2	5
<b>Total</b>	<b>275</b>	<b>299</b>	<b>190</b>	<b>158</b>	<b>819</b>	<b>918</b>	<b>277</b>	<b>282</b>	<b>56</b>	<b>64</b>	<b>1,577</b>	<b>1,765</b>	<b>0</b>	<b>0</b>	<b>3,195</b>	<b>3,487</b>	<b>6,681</b>
<b>Saturday Midday Peak Hour</b>																	
Train Station	2	2	14	18	11	9	11	4	0	0	4	2	0	0	42	35	77
Station Retail	2	2	4	4	7	7	7	7	0	0	102	102	0	0	123	123	245
Hotel	4	3	7	6	9	7	1	1	0	0	18	14	0	0	39	31	70
Commercial Retail	334	308	148	137	741	684	297	274	0	0	2,187	2,019	0	0	3,707	3,422	7,130
Banquet Facilities	1	1	2	2	3	2	0	0	0	0	5	4	0	0	11	9	19
Hotel Core / Lobby	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	3
<b>Total</b>	<b>343</b>	<b>316</b>	<b>175</b>	<b>166</b>	<b>772</b>	<b>710</b>	<b>316</b>	<b>286</b>	<b>0</b>	<b>0</b>	<b>2,317</b>	<b>2,141</b>	<b>0</b>	<b>0</b>	<b>3,923</b>	<b>3,620</b>	<b>7,544</b>

**Table 4.5-4. (cont'd)  
Farley Complex Trip Generation  
2015 Future with the Proposed Project**

Analysis Period and Use	Auto		Taxi		Truck / Delivery									Total		
	In	Out	In	Out	In	Out								In	Out	Total
<b>Vehicle Trips by Type</b>																
<b>AM Peak Hour</b>																
Train Station	1	6	47	47	0	0								48	53	101
Station Retail	0	0	1	1	1	1								2	2	5
Hotel	2	3	3	4	0	0								5	7	12
Commercial Retail	0	0	0	0	7	7								7	7	14
Banquet Facilities	0	1	1	1	0	0								1	2	3
Hotel Core / Lobby	0	0	0	0	0	0								0	0	0
<b>Total</b>	<b>4</b>	<b>10</b>	<b>51</b>	<b>53</b>	<b>9</b>	<b>9</b>								<b>64</b>	<b>72</b>	<b>136</b>
<b>Midday Peak Hour</b>																
Train Station	1	1	16	16	0	0								17	17	34
Station Retail	3	3	5	5	2	2								9	9	18
Hotel	4	4	6	5	0	0								10	9	19
Commercial Retail	144	120	64	53	10	10								218	183	401
Banquet Facilities	1	1	2	1	0	0								3	3	5
Hotel Core / Lobby	0	0	0	0	0	0								0	0	1
<b>Total</b>	<b>153</b>	<b>128</b>	<b>92</b>	<b>81</b>	<b>12</b>	<b>12</b>								<b>257</b>	<b>220</b>	<b>478</b>
<b>PM Peak Hour</b>																
Train Station	7	1	37	37	0	0								44	38	82
Station Retail	1	1	2	2	0	0								4	4	8
Hotel	5	3	8	4	0	0								13	7	20
Commercial Retail	127	145	56	64	1	1								184	211	395
Banquet Facilities	1	1	2	1	0	0								4	2	5
Hotel Core / Lobby	0	0	0	0	0	0								1	0	1
<b>Total</b>	<b>142</b>	<b>151</b>	<b>106</b>	<b>109</b>	<b>1</b>	<b>1</b>								<b>249</b>	<b>261</b>	<b>510</b>
<b>Saturday Midday Peak Hour</b>																
Train Station	1	1	16	16.00	0	0								17	17	34
Station Retail	1	1	3	3	0	0								4	4	8
Hotel	3	2	4	3	0	0								6	5	12
Commercial Retail	167	154	74	68	1	1								242	223	465
Banquet Facilities	1	1	1	1	0	0								2	1	3
Hotel Core / Lobby	0	0	0	0	0	0								0	0	0
<b>Total</b>	<b>173</b>	<b>159</b>	<b>98</b>	<b>91</b>	<b>1</b>	<b>1</b>								<b>271</b>	<b>251</b>	<b>522</b>

**Table 4.5-5  
Development Transfer Site (Mixed-Use Development Option) Trip Generation  
2015 Future with the Proposed Project**

Analysis Period and Use	Auto		Taxi		Subway		Bus		Railroad		Walk		Other		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
<b>Person Trips by Mode</b>																	
<b>AM Peak Hour</b>																	
Hotel	6	9	12	19	16	25	2	3	0	0	31	48	0	0	67	105	173
Residential	0	0	8	47	41	233	0	0	0	0	20	114	0	0	69	394	463
Local Retail	6	6	9	9	17	17	17	17	0	0	238	238	0	0	286	286	573
<b>Total</b>	<b>12</b>	<b>15</b>	<b>29</b>	<b>74</b>	<b>74</b>	<b>275</b>	<b>19</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>401</b>	<b>0</b>	<b>0</b>	<b>423</b>	<b>785</b>	<b>1,208</b>
<b>Midday Peak Hour</b>																	
Hotel	14	12	27	23	23	20	5	5	0	0	109	93	0	0	179	152	331
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Retail	35	35	53	53	105	105	105	105	0	0	1,457	1,457	0	0	1,756	1,756	3,511
<b>Total</b>	<b>49</b>	<b>47</b>	<b>80</b>	<b>76</b>	<b>129</b>	<b>125</b>	<b>111</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>1,566</b>	<b>1,550</b>	<b>0</b>	<b>0</b>	<b>1,934</b>	<b>1,908</b>	<b>3,842</b>
<b>PM Peak Hour</b>																	
Hotel	17	9	34	19	46	25	6	3	0	0	88	47	0	0	191	103	294
Residential	0	0	45	19	225	97	0	0	0	0	111	48	0	0	381	163	544
Local Retail	18	18	27	27	53	53	53	53	0	0	736	736	0	0	887	887	1,774
<b>Total</b>	<b>35</b>	<b>27</b>	<b>106</b>	<b>64</b>	<b>324</b>	<b>174</b>	<b>59</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>935</b>	<b>831</b>	<b>0</b>	<b>0</b>	<b>1,459</b>	<b>1,153</b>	<b>2,613</b>
<b>Saturday Midday Peak Hour</b>																	
Hotel	9	7	17	14	23	18	3	2	0	0	44	35	0	0	97	76	173
Residential	0	0	25	25	125	125	0	0	0	0	61	61	0	0	211	211	422
Local Retail	21	21	30	31	62	62	62	62	0	0	852	852	0	0	1,026	1,026	2,052
<b>Total</b>	<b>29</b>	<b>27</b>	<b>73</b>	<b>69</b>	<b>210</b>	<b>205</b>	<b>64</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>957</b>	<b>948</b>	<b>0</b>	<b>0</b>	<b>1,334</b>	<b>1,313</b>	<b>2,647</b>

**Table 4.5-5 (cont'd)**  
**Development Transfer Site (Mixed-Use Development Option) Trip Generation**  
**2015 Future with the Proposed Project**

Analysis Period and Use	Auto		Taxi		Truck / Delivery										Total		
	In	Out	In	Out	In	Out									In	Out	Total
<b>Vehicle Trips by Type</b>																	
<b>AM Peak Hour</b>																	
Hotel	4	7	14	14	1	1									19	22	41
Residential	0	0	36	36	1	1									37	37	75
Local Retail	3	3	9	9	2	2									14	14	29
<b>Total</b>	<b>8</b>	<b>10</b>	<b>59</b>	<b>59</b>	<b>4</b>	<b>4</b>									<b>71</b>	<b>73</b>	<b>144</b>
<b>Midday Peak Hour</b>																	
Hotel	10	9	20	20	1	1									31	30	61
Residential	0	0	0	0	1	1									1	1	2
Local Retail	21	21	56	56	2	2									80	80	160
<b>Total</b>	<b>32</b>	<b>30</b>	<b>77</b>	<b>77</b>	<b>4</b>	<b>4</b>									<b>112</b>	<b>111</b>	<b>223</b>
<b>PM Peak Hour</b>																	
Hotel	12	7	20	20	0	0									32	27	59
Residential	0	0	32	32	0	0									32	32	65
Local Retail	11	11	29	29	0	0									39	39	79
<b>Total</b>	<b>23</b>	<b>17</b>	<b>81</b>	<b>81</b>	<b>0</b>	<b>0</b>									<b>104</b>	<b>98</b>	<b>203</b>
<b>Saturday Midday Peak Hour</b>																	
Hotel	6	5	12	12	0	0									19	17	36
Residential	0	0	27	27	0	0									27	27	54
Local Retail	12	12	33	33	0	0									46	46	91
<b>Total</b>	<b>19</b>	<b>17</b>	<b>72</b>	<b>72</b>	<b>0</b>	<b>0</b>									<b>91</b>	<b>90</b>	<b>181</b>

A comprehensive screening analysis was used to identify intersections where potential adverse traffic impacts could occur. Three separate pre-defined conditions were used to screen the 39 intersections within the traffic study area using two sets of threshold criteria for the No Build and incremental Build conditions, respectively. This approach recognized that travel patterns in the study area have changed since the 2006 FEIS; some intersections previously affected by the Project analyzed for the 2010 Build year in the 2006 FEIS may no longer be so affected, while other intersections may experience impacts from the current plan in the 2015 Build year that did not previously occur.

An HCS capacity and level of service analysis was then performed for the intersections identified through this screening analysis. Standard traffic impact criteria from the *CEQR Technical Manual* were used to compare the 2015 future No Build and 2015 Build conditions to determine whether there would be a significant adverse traffic impact on intersection approaches being analyzed.

Where adverse impacts were found among the 12 intersections identified to have traffic impacts in the 2006 FEIS, the previous mitigation measures are first tested to see whether they would be adequate to mitigate the current impacts. If not, additional standard, low-cost, easily implementable mitigation was developed. Where other intersections were found to experience adverse traffic impacts by the current plan in the 2015 Build year that were not previously identified, a similar approach was used to develop standard mitigation measures. The traffic analysis concluded with a summary of the current findings for the 2015 Build year as compared with the traffic related findings for the 2010 Build year reported in the 2006 FEIS.

## EXISTING CONDITIONS

### *CHANGES TO THE ROADWAY NETWORK*

The following summarizes the changes to the roadway network in the study area that have occurred since completion of the 2006 FEIS:

- *34th Street Reconfiguration and Bus Priority Treatment*—West 34th Street between Fifth Avenue and Ninth Avenue has been reconfigured from two through traffic lanes in each direction to one through lane in the eastbound direction and two through lanes in the westbound direction. The curb lane in each direction along 34th Street is designated as a bus only lane throughout the Project study area. Bus lanes are in operation on weekdays with hours of operation varying by roadway segment. West of Eighth Avenue, the bus lanes operate during the AM and PM peak periods from 7-10 AM and 4-7 PM. East of Eighth Avenue, the bus lanes operate during a 12 hour period, between 7 AM and 7 PM. Bus lanes can be used by other vehicles only to make a right turn.
- *Bicycle Lanes*—A bicycle lane has been striped along Eighth Avenue for the entire portion of the study area, and along Ninth Avenue, a portion of which extends into the study area between the southern limit at West 28th Street and West 31st Street. A bicycle lane has also been constructed on Broadway as part of the Broadway Mall, described below.
- *Broadway Mall*—Broadway between West 33rd Street and West 26th Street has been reconfigured to provide a parking / loading lane along the west curb, one travel lane, and a parking or turn lane in the roadway median with a bicycle lane along the east curb. The southbound vehicular capacity has been reduced from two or three lanes to one lane.

- *Parking Regulations*—Changes were made to parking regulations throughout the study area in order to improve traffic circulation and partially offset the effects of the Bus Priority Lanes along 34th Street and other roadway changes.

The most important change affecting traffic circulation in the study area has been the reconfiguration of West 34th Street, including the implementation of the 34th Bus Priority Lanes, which increased person movement capacity along the corridor but reduced vehicular capacity. As a consequence, existing vehicular volumes along 34th Street have generally declined with some vehicles diverting to other east-west streets both within and outside the study area. The Broadway Mall has reduced vehicular capacity on Broadway resulting in a shift of traffic to Seventh Avenue in the study area, and to Fifth Avenue outside the study area.

*CHANGES IN EXISTING TRAFFIC VOLUMES*

Existing volumes in the study area were compared for 2005 and 2008 to determine traffic trends. The 2005 volumes are based on the 2006 FEIS and the 2008 volumes were obtained from the 2009 WRY FEIS. The 2008 traffic counts were collected in November of that year following the implementation of the 34th Street Bus Priority/Transitway project, described above.

To compare prior and current traffic volumes, both screenline and cordon line comparisons were taken. A screenline analysis compares 2006 FEIS and 2008 traffic as it crosses a specific line, set on a north-south and east-west axis.

A cordon line analysis compares the total traffic volume entering and leaving the project area, a “cordoned off” boundary line.

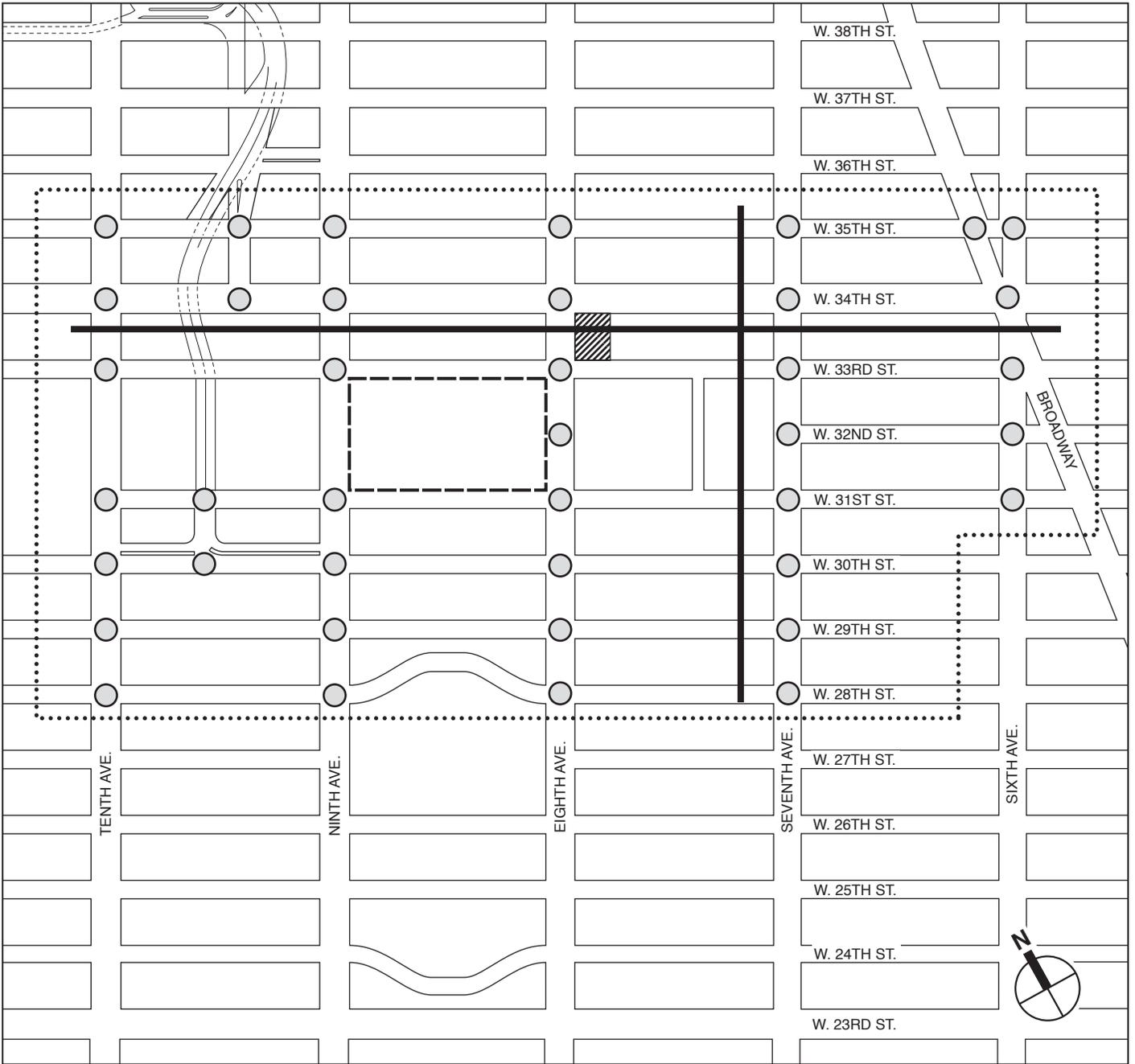
*Screenline Analysis*

Traffic volumes were evaluated along two screenlines within the study area: 1) an east-west screenline, located south of 34th Street between Sixth and Tenth Avenues, which captured north-south traffic movements; and 2) a north-south screenline, located west of Seventh Avenue between 28th and 35th Streets, which captured east-west traffic movements. See Figure 4.5-2. Table 4.5-6 shows the total screenline volumes in 2005 and 2008 for the respective existing conditions, as well as the change in volumes during the AM, Midday, PM, and Saturday Midday analysis hours.

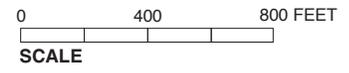
As shown in Table 4.5-6, there has been a reduction in traffic in the study area since 2005. This is consistent with other traffic studies done recently in Manhattan. There have also been travel pattern changes due to reduced capacity along 34th Street, Ninth Avenue, and Broadway due to changes in the roadway network. The greatest traffic volume change occurs during the AM peak hour with a reduction of 1,050 vehicles across the north-south screen line and 1,210 vehicles across the east-west screen line.

**Table 4.5-6  
Screen Line Traffic Volumes  
2005 and 2008 Existing Conditions**

Peak Hour	North-South Screen Line West of 7th Avenue			East-West Screen Line South of 34th Street		
	2005	2008	Change	2005	2008	Change
AM	4,490	3,440	-1,050	9,605	8,395	-1,210
Midday	3,930	3,395	-535	8,920	8,170	-750
PM	3,760	3,550	-210	9,120	8,195	-925
Sat Midday	4,025	3,385	-640	8,735	7,935	-800



- Farley Complex
- ▨ Development Transfer Site
- Analysis Intersections
- ..... Cordon Line
- Screen Line



## Moynihan Station Development Project

### *Cordon Line Analysis*

A cordon line analysis was performed around the perimeter of the study area, as illustrated in Figure 4.5-2. Table 4.5-7 shows a comparison of the existing condition cordon volumes for AM, MD, PM, and Saturday MD analysis hours, based on the 2006 FEIS (2005 volumes) and the previously proposed Expanded Moynihan Project (2008 volumes) based on the 2009 WRY FEIS.

**Table 4.5-7  
Cordon Line Traffic Volumes  
2005 and 2008 Existing Conditions**

Existing Cordon Volumes	AM Peak		MD Peak		PM Peak		SAT MD Peak	
	In	Out	In	Out	In	Out	In	Out
2005 Conditions	13,300	12,595	13,040	11,465	13,550	11,200	12,475	11,135
2008 Conditions	11,610	11,025	11,315	10,270	11,765	10,505	11,020	10,010
Difference	-1,690	-1,570	-1,725	-1,195	-1,785	-695	-1,455	-1,125

Similar to the screenline volumes, the 2008 existing condition cordon volumes entering and leaving the study area are lower than the corresponding 2005 existing cordon line volumes from the 2006 FEIS.

### **NO BUILD CONDITIONS**

#### *CHANGES IN FUTURE NO ACTION LAND USE*

A number of changes have occurred in the future land use assumptions since the 2006 FEIS that would affect the trips generated by proposed new development projects in the future without the Project. The 2015 No Build land use assumptions for the Project are based on information from the 2009 WRY FEIS for that project's 2017 Build year that has been updated for this EA to include recent projects that are expected to be developed by the Project's 2015 Build year, as well as to exclude other projects that have been deferred to a later build year.

Table 4.5-8 shows the changes in land use assumptions between the 2010 Build year, analyzed in the 2006 FEIS, and the 2015 Build year, analyzed in this EA for the Project as currently proposed. Table 4.5-9 shows a list of development projects included in the 2017 WRY No Build that are not expected to be completed by 2015.

**Table 4-5.8  
2006 FEIS 2010 Build Year and 2015 WRY Build Year  
No Build Development**

	No Build Year	Office Floor Area (sf)	Hotel Floor Area (sf)	Retail Floor Area (sf)	Residential Units	Community Facility (sf)
A. 2006 FEIS 2010 No Build Projects	2010	6,572,686	—	851,492	9,804	330,259
B. 2006 FEIS Built Projects Included in 2008 Existing Conditions Traffic	2010	-2,745,376	—	-182,801	-2,879	-46,000
C. Changes to Farley No Build Since 2006 FEIS	2015	2,786,230	451,025	-27,381	-998	-85,533
D. New 2015 Projects (Not in 2006 FEIS)	2015	3,368,264	1,699,235	528,726	7,476	7,460
Total 2015 No Build (WRY Listing)		9,981,774	2,150,260	1,170,036	12,683	206,186

\*Includes both 2010 No Build projects in the study area and the No Build program for the Farley Complex.

**Table 4.5-9  
Deferred Projects in 2015 No Build**

<b>WRY No Build Projects Not Expected by 2015</b>	<b>Revised Schedule</b>	<b>Office Floor Area (sf)</b>	<b>Hotel Floor Area (sf)</b>	<b>Retail Floor Area (sf)</b>	<b>Residential Units</b>	<b>Community Facility (sf)</b>
Hudson Yards Sites 32/33 Ninth Avenue Westside between W 31 and W 33 St Brookfield	Post 2015	4,615,700				
Hudson Yards Site 24, Hudson Mews I (North) Dyer Ave between W 37 St and W 38 St over LT Expwy. Dermott Co.	Post 2015			82,300	448	7,460
Hudson Yards Site 28, Hudson Mews II (South) Dyer Ave between W 36 St and W 37 St over LT Expwy. Dermott Co.	Post 2015			16,100	361	
<b>Total Deferred Projects</b>		<b>4,615,700</b>		<b>98,400</b>	<b>809</b>	<b>7,460</b>

The total 2017 No Build incremental trip layers used in the 2009 WRY FEIS for each analysis hour were adjusted for the 2015 No Build conditions for the Project by adding-in or subtracting-out the project-specific incremental trip layers, depending on whether the specific project is being added to or subtracted from the WRY Project’s 2017 No Build project listing, respectively.

Table 4.5-10 shows a comparison of the 2010 and 2015 No Build development by land use type and the net differences in land use between the Project as assessed in the 2006 FEIS and the Preferred Alternative as currently proposed.

**Table 4.5-10  
Comparison of 2010 and 2015 No Build Development  
2006 FEIS vs. Currently Proposed Project**

	<b>No-Build Year</b>	<b>Office Floor Area (sf)</b>	<b>Hotel Floor Area (sf)</b>	<b>Retail Floor Area (sf)</b>	<b>Residential Units</b>	<b>Community Facility (sf)</b>
2006 FEIS	2010	6,572,686	1,600,000	851,492	9,804	330,259
No Build (WRY Listing)	2015	9,981,774	2,150,260	1,170,036	12,683	206,186
Deferred Projects	Post 2015	-4,615,700		-98,400	-809	-7,460
2015 No Build	2015	5,366,074	2,150,260	1,071,636	11,874	198,726
2015 No Build – 2006 FEIS No Build (2010)	Difference	-1,206,612	550,260	220,144	2,790	-131,533

The 2015 No Build condition has less office development (minus 1,206,612 square feet) but more residential units (plus 2,790) and hotel development (plus 550,260 square feet) than the 2010 No Build condition analyzed in the 2006 FEIS. In addition, as currently estimated, the No Build condition for the Project site (the Farley Complex) has more retail space (plus 318,520 square feet) and less community facility space (minus 131,533 square feet) than the No Build condition for the Project site that was assessed in the 2006 FEIS.

The large reduction in office space combined with a greater emphasis on residential development in the 2015 No Build condition is expected to result in fewer vehicular trips in the study area for the 2015 No Build condition as compared to the 2010 No Build condition analyzed in the 2006 FEIS.

*CHANGES IN NO BUILD TRAFFIC VOLUMES*

*Screenline Analysis*

The 2015 No Build traffic volumes (i.e., projected 2015 traffic volumes in the No Build condition), which are based on the 2009 WRY FEIS and adjusted for the Project site’s 2015 No Build condition, are lower than the 2010 No Build traffic volumes analyzed in the 2006 FEIS. Table 4.5-11 shows a comparison of the total No Build screenline traffic volumes during the AM, midday, PM, and Saturday midday peak hours. The reduction in the 2015 No Build volumes is attributable to lower existing traffic volumes as well as a change in the projected land use mix of proposed development projects within the study area.

**Table 4.5-11  
Comparison of 2010 and 2015 No Build  
Screenline Traffic Volumes**

Peak Hour	North-South Screen Line (West of 7th Avenue)			East-West Screen Line (South of 34th Street)		
	2010	2015	Change	2010	2015	Change
AM	5,544	4,063	-1,481	11,651	9,478	-2,173
Midday	4,741	3,984	-757	10,609	9,191	-1,418
PM	4,897	4,296	-601	11,413	9,392	-2,021
Saturday Midday	4,710	3,933	-777	10,023	8,857	-1,166

*Cordon Line Analysis*

Table 4.5-12 shows a comparison of the 2010 and 2015 cordon volumes into and out of the study area during the AM, Midday, PM, and Saturday Midday peak hours. The current plan’s 2015 No Build cordon volumes are lower than the 2010 No Build cordon volumes analyzed in the 2006 FEIS.

**Table 4.5-12  
Comparison of 2010 and 2015 No Build  
Cordon Volumes**

No Build Condition	AM Peak		Midday Peak		PM Peak		Sat Midday Peak	
	In	Out	In	Out	In	Out	In	Out
2006 FEIS 2010	15,727	14,648	14,990	13,397	15,675	14,001	13,834	12,843
2015	13,397	12,556	13,096	11,967	13,760	12,557	12,907	11,787
Difference	(2,330)	(2,092)	(1,894)	(1,430)	(1,915)	(1,444)	(927)	(1,056)

The current Project’s total 2015 No Build cordon volume in the AM peak hour is about 15 percent lower into the study area and 14 percent lower out of the study area than the No Build conditions analyzed in the 2006 FEIS. Similarly, the PM peak hour cordon volumes are about 12 percent lower inbound and 10 percent lower outbound. The Midday cordon volumes are about 13 percent lower inbound and 11 percent lower outbound. The No Build Saturday Midday peak cordon volumes are also lower, but by a smaller amount, about 7 percent lower inbound and 8 percent lower outbound.

The current Project’s reduced No Build cordon traffic volumes are largely attributable to lower existing (2008) baseline traffic volumes relative to the 2005 existing traffic volumes used for the 2006 FEIS. Baseline traffic volume reductions account for 70 to 90 percent of the AM, Midday,

and PM No Build cordon volume reductions in the 2015 Build year. The remaining traffic reductions are due to changes in the mix of development projects without the Project—less office space and greater emphasis on residential uses that generate fewer auto trips than office development.

**4.5.4 PROPOSED PROJECT CONDITIONS**

**CHANGES IN INCREMENTAL BUILD TRAFFIC VOLUMES**

*CORDON LINE ANALYSIS*

Table 4.5-13 shows a comparison of the 2010 and 2015 incremental Build cordon volumes (i.e., projected traffic volumes generated by the Preferred Alternative) into and out of the study area during the AM, Midday, PM, and Saturday Midday peak hours. The current Project’s 2015 incremental Build cordon volumes are lower than the 2010 Build cordon volumes analyzed in the 2006 FEIS.

**Table 4.5-13  
Comparison of 2010 and 2015 Incremental Build  
Cordon Line Volumes**

Build Cordon Volumes	AM Peak		MD Peak		PM Peak		SAT MD Peak	
	In	Out	In	Out	In	Out	In	Out
2006 FEIS 2010	322	472	662	640	572	417	859	864
2015	261	242	441	439	446	467	487	483
Difference	(61)	(230)	(221)	(201)	(126)	50	(372)	(381)

**INTERSECTION SCREENING ANALYSIS**

*METHODOLOGY*

Because travel patterns in the study area have changed since the 2006 FEIS, some intersections previously affected by the Project analyzed for the 2010 Build year in the 2006 FEIS may no longer be so affected, while other intersections may experience new Project impacts in the 2015 Build year, notwithstanding the lower overall traffic volumes described above. Similar to the methodology employed for the 2006 FEIS, all of the Project’s vehicular traffic was assigned to and from the project site, accounting for any modifications to the street network that would have affected their likely routes. Trucks were specifically assigned along designated truck routes, taxis were assigned to and from the proposed taxi stands and project block faces, and autos were assigned to local parking facilities.

A screening process was developed, as described in Table 4.5-14, to identify intersections in the study area that could have a potential traffic impact under the Project’s 2015 Build scenario taking into consideration the changes in land use and traffic patterns that have occurred since the 2006 FEIS. Three separate conditions were used to screen the 39 intersections within the traffic study area using two threshold criteria.

*Condition 1*

The Project’s 2015 No Build intersection volume is greater than the 2010 No Build intersection volume analyzed in the 2006 FEIS, and the 2015 Build intersection volume increases by more

**Moynihan Station Development Project**

than 50 vehicles as a result of incremental traffic generated by the Project. If this condition is met, the intersection is further analyzed using the Highway Capacity Software (HCS) to determine if there is a potential adverse traffic impact, which would be identified by Condition 1. The threshold of 50 vehicles was selected because it is consistent with the 50 vehicle threshold in the *CEQR Technical Manual* to identify the need for a more detailed traffic analysis.

**Table 4.5-14  
Intersection Screening Criteria**

Condition	Criteria 1	Criteria 2
	No Build Total Intersection Volumes	Build Increment Additional Intersection Volume
Condition 1	2015 No Build > 2010 No Build in 2006 FEIS	> 50 Vehicles
Condition 2	a. 2015 No Build < 2010 No Build in 2006 FEIS (0% to -2%)	> 50 Vehicles
	b. 2015 No Build < 2010 No Build in 2006 FEIS (-2% to -3%)	> 75 Vehicles
	c. 2015 No Build < 2010 No Build in 2006 FEIS (-3% to -4%)	> 100 Vehicles
	d. 2015 No Build < 2010 No Build in 2006 FEIS (< -4%)	> 125 Vehicles
Condition 3	All 34th Street Intersections	> 50 Vehicles
<b>Note:</b> Both the No Build Volume and Build Increment criteria must hold TRUE for the condition to apply.		

*Condition 2*

The Project’s 2015 No Build intersection traffic volumes are less than the 2010 No Build volumes analyzed in the 2006 FEIS *and* there is an increase in the 2015 intersection volumes as a result of incremental traffic generated by the Project. Specific screening thresholds vary depending on the difference between the No Build intersection volumes for the Project and the incremental traffic volumes generated by the Project. This condition recognizes the possibility that lower relative intersection traffic volumes in the No Build condition, coupled with higher project generated traffic volumes, could result in a potential adverse traffic impact, which would be identified by Condition 2.

*Condition 3*

The Condition 3 test is applied to all intersections along West 34th Street within the study area. The screening criteria are met if the incremental traffic volumes generated by the Project results in an increase of more than 50 vehicles at an intersection along this corridor. The implementation of the 34th Street Bus Priority Lanes reduced vehicular capacity on West 34th Street. Therefore, even with reduced traffic volumes along this corridor, an increase in vehicle trips due to the Preferred Alternative could result in a potential adverse traffic impact, which would be identified by Condition 3.

**SCREENING RESULTS**

The screening criteria were applied to the 39 intersections in the study area. Table 4.5-15 shows the number of intersections that meet the screening criteria during the AM, midday, PM, and Saturday midday peak hours. A total of 14 intersections exceed one or more screening criteria during one or more peak hours. The intersections that did not exceed the screening criteria would experience little or no traffic impacts and, therefore, were not analyzed further.

**Table 4.5-15  
Number of Intersections  
Meeting Screening Criteria**

Screening Criteria	Weekday AM	Weekday Midday	Weekday PM	Sat Midday	Total
Condition 1	2	6	4	4	
Condition 2	1	0	2	1	
Condition 3	2	4	4	4	
Intersections Meeting One or More Condition Thresholds	5	10	10	9	
Intersections Meeting a Screening Criteria					14
<b>Note:</b> The number of intersections meeting the screening criteria is not additive since many intersections meet more than one screening criteria during one or more peak hours.					

Table 4.5-16 shows a list of the intersections that exceed the screening criteria. These intersections were further analyzed using the HCS 2000 Versions 4.1f and evaluated with respect to Level of Service (LOS). One screened intersection at Seventh Avenue and 32nd Street was not analyzed because it is a ‘T’ intersection with no conflicting vehicular traffic movements. Traffic impacts, if any, were determined using established CEQR criteria for impacts described in the traffic analysis section.

**Table 4.5-16  
List of Intersections  
Meeting the Screening Criteria**

	Intersection	AM	MD	PM	Sat MD
1	6th Ave @ 31st Street				X
2	7th Ave @ 30th Street		X	X	
3	7th Ave @ 31st Street	X	X	X	X
4	7th Ave @ 32nd Street*		X	X	X
5	7th Ave @ 33rd Street		X	X	
6	7th Ave @ 34th Street	X	X	X	X
7	7th Ave @ 35th Street		X	X	
8	8th Ave @ 28th Street	X			X
9	8th Ave @ 31st Street	X		X	
10	8th Ave @ 34th Street	X	X	X	X
11	8th Ave @ 35th Street		X		
12	9th Ave @ 29th Street				X
13	9th Ave @ 34th Street		X	X	X
14	10th Ave @ 34th Street		X	X	X
<b>Note:</b> *No Conflicting Vehicle Movements					

Tables 4.5-17, 4.5-18, 4.5-19, and 4.5-20 show the No Build 2010 and 2015 traffic volumes along with the additional traffic added to each intersection in the study area due to vehicular trips generated by the Preferred Alternative during the AM, midday, PM, and Saturday midday peak hours, respectively. Table 4.5-21 shows a summary of affected intersections for all peak hours. Intersections that did not exceed the screening criteria would experience little or no traffic impacts and, therefore, were not analyzed further.

Table 4.5-17

AM Traffic Volume and Increment Comparison of FEIS (2006) and Currently Proposed Projects

Analysis Location	Weekday AM															Condition 1-met?	Condition 2-met?	Condition 3-met?	
	Existing Volumes			No Build Increments			No Build Volumes			Build Increments			Build Volumes						
	2006 FEIS (2005)	MDP (2008)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS				
8	Sixth Ave & 31st St	2,560	2,220	-340	204	218	14	2,829	2,511	-318	42	46	4	2,871	2,509	-362	N	N	
9	Sixth Ave & 32nd St	2,425	2,010	-415	86	177	91	2,572	2,253	-319	63	22	-41	2,635	2,266	-369	N	N	
10	Sixth Ave & 33rd St	2,070	1,760	-310	82	105	23	2,204	1,923	-281	88	21	-67	2,292	1,936	-356	N	N	
11	Sixth Ave / Bway & 34th St	3,975	3,150	-825	357	126	-231	4,432	3,380	-1,052	21	7	-14	4,453	3,382	-1,071	N	N	N
12	Sixth Ave & 35th St	2,445	2,090	-355	181	163	-18	2,688	2,322	-366	25	8	-17	2,713	2,322	-391	N	N	
13	Broadway & 35th St	1,290	900	-390	112	131	19	1,435	1,061	-374	13	7	-6	1,476	1,060	-416	N	N	
22	Seventh Ave & 35th St	2,185	1,910	-275	330	319	-11	2,570	2,292	-278	69	94	25	2,643	2,323	-320	N	N	
23	Seventh Ave & 34th St	3,125	2,690	-435	614	275	-339	3,818	3,054	-764	78	100	22	3,896	3,084	-812	N	N	Y
24	Seventh Ave & 33rd St	2,065	1,865	-200	317	298	-19	2,434	2,224	-210	144	114	-30	2,578	2,265	-313	N	N	
25	Seventh Ave & 32nd St	1,785	1,720	-65	257	243	-14	2,087	2,020	-67	-234	36	270	1,853	1,996	143	N	N	
26	Seventh Ave & 31st St	1,920	1,930	10	307	288	-18	2,275	2,282	7	-255	62	317	2,020	2,241	221	Y	N	
27	Seventh Ave & 30th St	2,170	2,030	-140	223	358	135	2,448	2,455	7	3	43	40	2,451	2,452	1	N	N	
28	Seventh Ave & 29th St	2,015	1,905	-110	164	262	97	2,230	2,229	-1	-40	13	53	2,190	2,227	37	N	N	
29	Seventh Ave & 28th St	1,645	1,990	345	155	229	73	1,842	2,284	442	-39	16	55	1,803	2,294	491	N	N	
32	Eighth Ave & 28th St	1,655	1,890	235	369	214	-155	2,066	2,166	100	50	51	1	2,116	2,185	69	Y	N	
33	Eighth Ave & 29th St	2,025	1,805	-220	378	168	-210	2,454	2,032	-422	50	49	-1	2,504	2,041	-463	N	N	
34	Eighth Ave & 30th St	2,215	2,025	-190	609	330	-279	2,880	2,422	-458	154	106	-48	3,034	2,453	-581	N	N	
35	Eighth Ave & 31st St	1,965	1,925	-40	742	193	-549	2,757	2,182	-575	-85	99	184	2,672	2,229	-443	N	Y	
36	Eighth Ave & 33rd St	1,845	1,620	-225	505	197	-309	2,397	1,870	-527	224	151	-73	2,621	1,975	-646	N	N	
37	Eighth Ave & 34th St	2,885	2,390	-495	631	173	-458	3,589	2,642	-947	18	100	82	3,607	2,708	-899	N	N	Y
38	Eighth Ave & 35th St	2,020	1,760	-260	305	230	-75	2,376	2,048	-328	41	86	45	2,417	2,104	-313	N	N	
47	Ninth Ave & 35th St	2,005	1,635	-370	297	158	-139	2,353	1,847	-506	40	44	4	2,393	1,865	-528	N	N	
48	Ninth Ave & 34th St	2,190	1,860	-330	391	149	-242	2,636	2,070	-566	14	46	32	2,649	2,088	-561	N	N	N
49	Ninth Ave & 33rd St	2,055	1,775	-280	526	254	-272	2,633	2,088	-545	373	100	-273	3,006	2,134	-872	N	N	
50	Ninth Ave & 31st St	2,115	1,950	-165	735	265	-469	2,903	2,280	-623	324	113	-211	3,227	2,329	-898	N	N	
51	Ninth Ave & 30th St	2,800	2,370	-430	436	347	-89	3,307	2,796	-511	212	115	-97	3,519	2,838	-681	N	N	
52	Ninth Ave & 29th St	2,590	2,140	-450	206	172	-33	2,861	2,383	-478	108	53	-55	2,969	2,412	-557	N	N	
53	Ninth Ave & 28th St	2,235	2,105	-130	231	185	-46	2,522	2,359	-163	123	54	-69	2,645	2,386	-259	N	N	
56	Tenth Ave & 28th St	1,715	1,675	-40	411	216	-195	2,169	1,946	-223	26	5	-21	2,195	1,943	-252	N	N	
57	Tenth Ave & 29th St	2,070	1,710	-360	386	213	-172	2,508	1,980	-528	10	6	-4	2,518	1,978	-540	N	N	
58	Tenth Ave & 30th St	1,985	1,775	-210	489	300	-189	2,524	2,134	-390	8	19	11	2,532	2,135	-397	N	N	
59	Tenth Ave & 31st St	1,715	1,630	-85	522	242	-280	2,280	1,925	-355	111	13	-98	2,391	1,931	-460	N	N	
60	Tenth Ave & 33rd St	2,065	1,930	-135	639	282	-357	2,756	2,276	-480	226	28	-198	2,982	2,289	-693	N	N	
61	Tenth Ave & 34th St	2,765	2,385	-380	902	269	-633	3,737	2,733	-1,004	178	24	-154	3,915	2,744	-1,171	N	N	N
62	Tenth Ave & 35th St	2,165	1,990	-175	490	260	-231	2,710	2,315	-395	58	26	-32	2,768	2,334	-434	N	N	
66	Dyer Ave & 35th St	915	910	-5	96	55	-40	1,034	995	-39	30	13	-17	1,065	1,003	-62	N	N	
67	Dyer Ave & 34th St	1,355	1,075	-280	334	64	-270	1,723	1,174	-549	98	10	-88	1,821	1,174	-647	N	N	N
68	Dyer Ave & 31st St	1,080	1,050	-30	145	65	-80	1,252	1,149	-103	187	15	-172	1,439	1,153	-286	N	N	
69	Dyer Ave & 30th St	1,090	940	-150	122	132	10	1,240	1,103	-137	42	19	-23	1,262	1,104	-158	N	N	

Notes: 2006 FEIS – 2010 Build Year; MDP – Moynihan Station Development Project (2015 Build Year). There is no No Build increment Network available in the 2006 FEIS. The No Build incremental layer is estimated by taking the difference between No Build Volumes and scaled existing volumes, which was calculated using 0.5% annual background growth rate compounded for 5 years (2005 to 2010). In the 2006 FEIS, the 2010 No Build Volumes were estimated based on Hudson Yards FGEIS, with some adjustments.  
If condition 1, 2, or 3 was met, this table registered the result with 'Y'; if the condition is not met, this table registered the result with 'N'.

**Table 4.5-18  
Midday Traffic Volume and Increment Comparison of FEIS (2006) and Currently Proposed Projects**

Analysis Location	Weekday MD																		
	Existing Volumes			No Build Increments			No Build Volumes			Build Increments			Build Volumes			Condition	Condition	Condition	
	2006 FEIS (2005)	MDP (2008)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP-2006 FEIS	1-met?	2-met?	3-met?	
8	Sixth Ave & 31st St	2,370	2,115	-255	145	252	107	2,575	2,437	-138	98	82	-16	2,673	2,462	-211	N	N	
9	Sixth Ave & 32nd St	2,275	1,930	-345	86	154	69	2,418	2,148	-270	70	42	-28	2,488	2,166	-322	N	N	
10	Sixth Ave & 33rd St	1,830	1,630	-200	79	119	40	1,955	1,802	-153	79	40	-39	2,034	1,820	-214	N	N	
11	Sixth Ave / Bway & 34th St	3,985	2,920	-1,065	295	108	-188	4,381	3,124	-1,257	76	10	-66	4,457	3,126	-1,331	N	N	N
12	Sixth Ave & 35th St	2,215	1,750	-465	139	181	42	2,410	1,989	-421	49	16	-33	2,459	1,990	-469	N	N	
13	Broadway & 35th St	1,350	805	-545	94	111	18	1,478	943	-535	50	14	-36	1,528	945	-583	N	N	
22	Seventh Ave & 35th St	1,925	1,815	-110	184	288	104	2,158	2,163	5	165	149	-16	2,323	2,224	-99	Y	N	
23	Seventh Ave & 34th St	2,980	2,560	-420	404	227	-177	3,459	2,871	-588	237	155	-82	3,696	2,935	-761	N	N	Y
24	Seventh Ave & 33rd St	1,770	1,790	20	191	248	57	2,006	2,097	91	240	184	-56	2,246	2,177	-69	Y	N	
25	Seventh Ave & 32nd St	1,470	1,565	95	132	191	59	1,639	1,807	168	-76	67	143	1,563	1,804	241	Y	N	
26	Seventh Ave & 31st St	1,565	1,750	185	189	290	101	1,794	2,098	304	-47	107	154	1,747	2,103	356	Y	N	
27	Seventh Ave & 30th St	1,745	1,650	-95	179	268	89	1,968	1,973	5	48	91	43	2,016	1,991	-25	Y	N	
28	Seventh Ave & 29th St	1,630	1,670	40	126	223	97	1,797	1,948	151	0	31	31	1,797	1,946	149	N	N	
29	Seventh Ave & 28th St	1,565	1,560	-5	142	215	73	1,747	1,827	80	-7	32	39	1,740	1,833	93	N	N	
32	Eighth Ave & 28th St	2,045	1,730	-315	323	197	-126	2,420	1,984	-436	93	78	-15	2,513	2,009	-504	N	N	
33	Eighth Ave & 29th St	2,110	1,840	-270	307	213	-94	2,470	2,113	-357	100	78	-22	2,570	2,130	-440	N	N	
34	Eighth Ave & 30th St	2,245	1,865	-380	484	353	-131	2,786	2,279	-507	262	182	-80	3,048	2,300	-748	N	N	
35	Eighth Ave & 31st St	2,065	1,965	-100	519	362	-157	2,636	2,391	-245	128	189	61	2,764	2,398	-366	N	N	
36	Eighth Ave & 33rd St	1,900	1,760	-140	392	282	-110	2,340	2,100	-240	368	231	-137	2,708	2,185	-523	N	N	
37	Eighth Ave & 34th St	2,930	2,475	-455	498	227	-271	3,502	2,783	-719	166	150	-16	3,678	2,830	-848	N	N	Y
38	Eighth Ave & 35th St	1,870	1,845	-25	269	301	32	2,186	2,207	21	70	136	66	2,256	2,241	-15	Y	N	
47	Ninth Ave & 35th St	1,845	1,560	-285	260	237	-23	2,152	1,849	-303	54	67	13	2,206	1,849	-357	N	N	
48	Ninth Ave & 34th St	2,265	1,900	-365	313	217	-96	2,635	2,180	-455	67	70	3	2,702	2,180	-522	N	N	Y
49	Ninth Ave & 33rd St	2,015	1,795	-220	496	319	-177	2,562	2,173	-389	403	159	-244	2,965	2,208	-757	N	N	
50	Ninth Ave & 31st St	2,130	1,950	-180	493	402	-91	2,677	2,416	-261	356	196	-160	3,033	2,437	-596	N	N	
51	Ninth Ave & 30th St	2,385	2,130	-255	435	409	-26	2,880	2,609	-271	309	196	-113	3,189	2,632	-557	N	N	
52	Ninth Ave & 29th St	2,230	2,090	-140	255	266	11	2,541	2,425	-116	147	88	-59	2,688	2,442	-246	N	N	
53	Ninth Ave & 28th St	2,070	1,965	-105	289	236	-53	2,411	2,266	-145	145	86	-59	2,556	2,286	-270	N	N	
56	Tenth Ave & 28th St	1,620	1,760	140	376	224	-153	2,037	2,042	5	45	13	-32	2,082	2,045	-37	N	N	
57	Tenth Ave & 29th St	1,780	1,885	105	371	256	-115	2,196	2,203	7	49	17	-32	2,245	2,206	-39	N	N	
58	Tenth Ave & 30th St	2,005	1,995	-10	423	324	-99	2,479	2,385	-94	53	35	-18	2,532	2,383	-149	N	N	
59	Tenth Ave & 31st St	1,730	1,730	0	474	303	-171	2,248	2,090	-158	90	32	-58	2,338	2,089	-249	N	N	
60	Tenth Ave & 33rd St	2,070	2,000	-70	573	362	-211	2,695	2,428	-267	229	61	-168	2,924	2,433	-491	N	N	
61	Tenth Ave & 34th St	2,985	2,545	-440	779	315	-463	3,839	2,944	-895	233	51	-182	4,072	2,957	-1,115	N	N	Y
62	Tenth Ave & 35th St	2,160	1,910	-250	384	326	-58	2,599	2,299	-300	75	51	-24	2,674	2,317	-357	N	N	
66	Dyer Ave & 35th St	910	730	-180	51	35	-16	984	789	-195	56	17	-39	1,040	800	-240	N	N	
67	Dyer Ave & 34th St	1,475	1,105	-370	257	25	-231	1,769	1,167	-602	166	15	-151	1,935	1,174	-761	N	N	N
68	Dyer Ave & 31st St	960	985	25	183	121	-62	1,167	1,138	-29	170	45	-125	1,337	1,140	-197	N	N	
69	Dyer Ave & 30th St	840	825	-15	113	121	8	974	973	-1	87	41	-46	1,061	973	-88	N	N	

Notes:  
 2006 FEIS – 2010 Build Year; MDP – Moynihan Station Development Project (2015 Build Year).  
 \* There is no No Build increment Network available in the 2006 FEIS. The No Build incremental layer is estimated by taking the difference between No Build Volumes and scaled existing volumes, which was calculated using 0.5% annual background growth rate compounded for 5 years (2005 to 2010). In the 2006 FEIS, the 2010 No Build Volumes were estimated based on Hudson Yards FGEIS, with some adjustments.  
 If condition 1, 2, or 3 was met, this table registered the result with 'Y'; if the condition is not met, this table registered the result with 'N'.

Table 4.5-19

PM Traffic Volume and Increment Comparison of FEIS (2006) and Currently Proposed Projects

Analysis Location	Weekday PM															Condition 1-met?	Condition 2-met?	Condition 3-met?	
	Existing Volumes			No Build Increments			No Build Volumes			Build Increments			Build Volumes						
	2006 FEIS (2005)	MDP (2008)	MDP- 2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP- 2006 FEIS													
8	Sixth Ave & 31st St	2,605	2,025	-580	173	343	169	2,844	2,434	-410	85	79	-6	2,929	2,461	-468	N	N	
9	Sixth Ave & 32nd St	2,095	1,925	-170	97	166	69	2,245	2,154	-91	65	40	-25	2,310	2,170	-140	N	N	
10	Sixth Ave & 33rd St	1,850	1,640	-210	90	145	55	1,987	1,839	-148	88	37	-51	2,075	1,855	-220	N	N	
11	Sixth Ave / Bway & 34th St	3,565	3,135	-430	287	137	-150	3,942	3,375	-567	34	3	-31	4,076	3,375	-701	N	N	N
12	Sixth Ave & 35th St	2,300	1,895	-405	167	240	73	2,525	2,197	-328	42	17	-25	2,567	2,199	-368	N	N	
13	Broadway & 35th St	1,520	990	-530	123	125	2	1,681	1,148	-533	37	14	-23	1,718	1,150	-568	N	N	
22	Seventh Ave & 35th St	1,925	2,055	130	244	320	76	2,218	2,443	225	136	155	19	2,354	2,518	164	Y	N	
23	Seventh Ave & 34th St	2,485	2,805	320	669	228	-441	3,217	3,126	-91	158	151	-7	3,315	3,200	-115	N	N	Y
24	Seventh Ave & 33rd St	1,760	1,925	165	283	250	-33	2,087	2,238	151	215	186	-29	2,302	2,328	26	Y	N	
25	Seventh Ave & 32nd St	1,400	1,620	220	236	200	-36	1,671	1,873	202	-170	64	234	1,501	1,875	374	Y	N	
26	Seventh Ave & 31st St	1,910	1,720	-190	306	378	72	2,264	2,155	-109	-150	103	253	2,114	2,167	53	N	Y	
27	Seventh Ave & 30th St	1,595	1,650	55	308	309	1	1,943	2,013	70	15	85	70	1,958	2,023	65	Y	N	
28	Seventh Ave & 29th St	1,830	1,585	-245	226	340	114	2,102	1,978	-124	-31	33	64	2,071	1,974	-97	N	N	
29	Seventh Ave & 28th St	1,650	1,500	-150	260	289	29	1,952	1,838	-114	-36	36	72	1,914	1,843	-71	N	N	
32	Eighth Ave & 28th St	2,065	1,950	-115	377	191	-186	2,494	2,205	-289	81	83	2	2,575	2,238	-337	N	N	
33	Eighth Ave & 29th St	2,245	2,035	-210	343	323	-20	2,645	2,426	-219	86	79	-7	2,731	2,448	-283	N	N	
34	Eighth Ave & 30th St	2,105	2,070	-35	537	379	-157	2,695	2,518	-177	221	180	-41	2,916	2,538	-378	N	N	
35	Eighth Ave & 31st St	2,420	2,140	-280	585	493	-92	3,066	2,704	-362	-16	208	224	3,050	2,692	-358	N	Y	
36	Eighth Ave & 33rd St	1,990	1,820	-170	493	324	-169	2,533	2,204	-329	269	248	-21	2,802	2,297	-505	N	N	
37	Eighth Ave & 34th St	2,625	2,460	-165	661	241	-419	3,352	2,783	-569	78	164	86	3,431	2,837	-594	N	N	Y
38	Eighth Ave & 35th St	2,130	1,845	-285	306	337	31	2,490	2,243	-247	40	152	112	2,530	2,283	-247	N	N	
47	Ninth Ave & 35th St	2,125	1,700	-425	335	271	-64	2,514	2,027	-487	56	75	19	2,570	2,038	-532	N	N	
48	Ninth Ave & 34th St	2,020	2,035	15	403	238	-165	2,474	2,341	-133	27	75	48	2,501	2,351	-150	N	N	Y
49	Ninth Ave & 33rd St	2,000	1,945	-55	548	342	-206	2,599	2,351	-248	360	162	-198	2,959	2,396	-563	N	N	
50	Ninth Ave & 31st St	2,380	2,005	-375	605	494	-111	3,045	2,565	-480	521	206	-315	3,358	2,576	-782	N	N	
51	Ninth Ave & 30th St	2,060	1,975	-85	554	419	-135	2,666	2,459	-207	245	198	-47	2,911	2,485	-426	N	N	
52	Ninth Ave & 29th St	2,180	1,875	-305	360	362	2	2,595	2,298	-297	109	97	-12	2,704	2,321	-383	N	N	
53	Ninth Ave & 28th St	2,055	1,650	-405	391	276	-115	2,498	1,980	-518	119	93	-26	2,617	2,006	-611	N	N	
56	Tenth Ave & 28th St	2,185	1,520	-665	466	229	-236	2,706	1,799	-907	41	10	-31	2,747	1,802	-945	N	N	
57	Tenth Ave & 29th St	2,310	1,745	-565	456	322	-133	2,824	2,125	-699	31	15	-16	2,855	2,124	-731	N	N	
58	Tenth Ave & 30th St	2,410	1,895	-515	444	361	-83	2,915	2,318	-597	34	36	2	2,919	2,320	-599	N	N	
59	Tenth Ave & 31st St	1,930	1,530	-400	745	378	-367	2,724	1,959	-765	106	36	-70	2,830	1,950	-880	N	N	
60	Tenth Ave & 33rd St	2,355	1,885	-470	869	429	-439	3,283	2,377	-906	205	64	-141	3,488	2,374	-1,114	N	N	
61	Tenth Ave & 34th St	2,920	2,655	-265	1,201	377	-824	4,195	3,119	-1,076	192	54	-138	4,387	3,124	-1,263	N	N	Y
62	Tenth Ave & 35th St	2,400	2,040	-360	595	401	-194	3,056	2,509	-547	57	55	-2	3,113	2,519	-594	N	N	
66	Dyer Ave & 35th St	1,225	915	-310	58	43	-16	1,314	988	-326	46	20	-26	1,380	1,002	-378	N	N	
67	Dyer Ave & 34th St	1,245	1,370	125	429	13	-415	1,705	1,429	-276	120	16	-104	1,825	1,437	-388	N	N	N
68	Dyer Ave & 31st St	1,405	1,690	285	464	199	-265	1,904	1,944	40	176	47	-129	2,081	1,933	-148	N	N	
69	Dyer Ave & 30th St	880	1,060	180	105	127	22	1,007	1,222	215	69	37	-32	1,077	1,223	146	N	N	

Notes: 2006 FEIS – 2010 Build Year. MDP- Moynihan Station Development Project (2015 Build Year).  
 \*There is no No Build increment Network available in the 2006 FEIS. The No Build incremental layer is estimated by taking the difference between No Build Volumes and scaled existing volumes, which was calculated using 0.5% annual background growth rate compounded for 5 years (2005 to 2010). In the 2006 FEIS, the 2010 No Build Volumes were estimated based on Hudson Yards FGEIS, with some adjustments.  
 If condition 1, 2, or 3 was met, this table registered the result with 'Y'; if the condition is not met, this table registered the result with 'N'.

Table 4.5-20

**Saturday Midday Traffic Volume and Increment Comparison of FEIS (2006) and Currently Proposed Projects**

Analysis Location		Saturday MD															Condition	Condition	Condition
		Existing Volumes			No Build Increments			No Build Volumes			Build Increments			Build Volumes					
		2006 FEIS (2005)	MDP (2008)	MDP- 2006 FEIS	2006 FEIS (2010)	MDP (2015)	MDP- 2006 FEIS												
8	Sixth Ave & 31st St	2,165	2,300	135	95	278	182	2,315	2,653	338	132	97	-35	2,447	2,657	210	Y	N	
9	Sixth Ave & 32nd St	1,880	1,915	35	35	188	153	1,962	2,166	204	74	36	-38	2,036	2,160	124	N	N	
10	Sixth Ave & 33rd St	1,665	1,785	120	33	136	103	1,740	1,980	240	83	34	-49	1,823	1,976	153	N	N	
11	Sixth Ave / Bway & 34th St	3,460	3,065	-395	191	87	-104	3,738	3,253	-485	103	2	-101	3,841	3,250	-591	N	N	N
12	Sixth Ave & 35th St	1,950	1,955	5	84	154	70	2,083	2,173	90	61	19	-42	2,144	2,165	21	N	N	
13	Broadway & 35th St	975	810	-165	74	96	22	1,074	933	-141	65	17	-48	1,139	927	-212	N	N	
22	Seventh Ave & 35th St	1,960	1,670	-290	166	339	173	2,175	2,064	-111	209	170	-39	2,384	2,088	-296	N	N	
23	Seventh Ave & 34th St	3,160	2,455	-705	364	284	-80	3,604	2,820	-784	308	167	-141	3,912	2,846	-1,066	N	N	Y
24	Seventh Ave & 33rd St	1,930	1,615	-315	189	350	161	2,168	2,018	-150	287	199	-88	2,455	2,042	-413	N	N	
25	Seventh Ave & 32nd St	1,620	1,360	-260	121	247	126	1,782	1,652	-130	-68	89	157	1,714	1,628	-86	N	Y	
26	Seventh Ave & 31st St	1,905	1,745	-160	179	336	157	2,132	2,138	6	-10	148	158	2,122	2,124	2	Y	N	
27	Seventh Ave & 30th St	1,790	1,490	-300	183	334	151	2,018	1,873	-145	70	104	34	2,088	1,863	-225	N	N	
28	Seventh Ave & 29th St	1,670	1,695	25	143	261	118	1,855	2,012	157	14	39	25	1,869	1,997	128	N	N	
29	Seventh Ave & 28th St	1,575	1,705	130	142	219	77	1,757	1,980	223	3	37	34	1,760	1,974	214	N	N	
32	Eighth Ave & 28th St	1,810	1,880	70	232	199	-34	2,088	2,141	53	125	86	-39	2,213	2,137	-76	Y	N	
33	Eighth Ave & 29th St	1,905	1,870	-35	230	238	8	2,183	2,169	-14	138	89	-49	2,321	2,159	-162	N	N	
34	Eighth Ave & 30th St	2,065	1,780	-285	385	438	53	2,502	2,277	-225	349	194	-155	2,851	2,223	-628	N	N	
35	Eighth Ave & 31st St	2,180	2,035	-145	356	413	57	2,591	2,515	-76	146	216	70	2,843	2,453	-390	N	N	
36	Eighth Ave & 33rd St	1,925	1,705	-220	324	383	59	2,298	2,145	-153	477	242	-235	2,775	2,137	-638	N	N	
37	Eighth Ave & 34th St	3,125	2,480	-645	395	268	-127	3,599	2,830	-769	248	161	-87	3,847	2,823	-1,024	N	N	Y
38	Eighth Ave & 35th St	2,085	1,840	-245	201	327	125	2,339	2,227	-112	106	150	44	2,423	2,205	-218	N	N	
47	Ninth Ave & 35th St	1,780	1,535	-245	216	230	14	2,041	1,815	-226	82	72	-10	2,134	1,770	-364	N	N	
48	Ninth Ave & 34th St	2,010	1,845	-165	268	217	-52	2,329	2,122	-207	104	73	-31	2,433	2,078	-355	N	N	Y
49	Ninth Ave & 33rd St	1,950	1,820	-130	382	370	-12	2,381	2,250	-131	494	160	-334	2,875	2,200	-675	N	N	
50	Ninth Ave & 31st St	2,205	2,115	-90	425	433	7	2,686	2,618	-68	449	212	-237	3,135	2,568	-567	N	N	
51	Ninth Ave & 30th St	2,320	2,110	-210	406	461	54	2,785	2,640	-145	411	205	-206	3,196	2,576	-620	N	N	
52	Ninth Ave & 29th St	2,110	2,165	55	253	260	7	2,416	2,496	80	199	97	-102	2,615	2,475	-140	Y	N	
53	Ninth Ave & 28th St	2,085	2,015	-70	226	224	-2	2,364	2,306	-58	177	93	-84	2,541	2,286	-255	N	N	
56	Tenth Ave & 28th St	2,215	1,600	-615	179	192	13	2,450	1,844	-606	61	16	-45	2,511	1,846	-665	N	N	
57	Tenth Ave & 29th St	2,240	1,750	-490	205	223	18	2,502	2,031	-471	81	18	-63	2,583	2,031	-552	N	N	
58	Tenth Ave & 30th St	2,180	1,770	-410	177	320	143	2,412	2,148	-264	76	37	-39	2,488	2,121	-367	N	N	
59	Tenth Ave & 31st St	1,865	1,470	-395	360	274	-86	2,272	1,793	-479	107	39	-68	2,379	1,781	-598	N	N	
60	Tenth Ave & 33rd St	2,175	1,740	-435	445	356	-89	2,675	2,153	-522	282	65	-217	2,957	2,128	-829	N	N	
61	Tenth Ave & 34th St	2,665	2,195	-470	460	286	-174	3,192	2,553	-639	295	59	-236	3,488	2,552	-936	N	N	Y
62	Tenth Ave & 35th St	2,095	1,740	-355	250	285	35	2,398	2,083	-315	100	57	-43	2,498	2,088	-410	N	N	
66	Dyer Ave & 35th St	1,200	800	-400	36	32	-3	1,266	859	-407	65	20	-45	1,331	871	-460	N	N	
67	Dyer Ave & 34th St	1,505	1,050	-455	218	29	-189	1,761	1,114	-647	203	20	-183	1,856	1,123	-733	N	N	N
68	Dyer Ave & 31st St	1,505	1,065	-440	263	131	-132	1,806	1,231	-575	189	57	-132	1,996	1,222	-774	N	N	
69	Dyer Ave & 30th St	1,105	780	-325	84	158	73	1,217	963	-254	112	43	-69	1,329	938	-391	N	N	

Notes: 2006 FEIS – 2010 Build Year; MDP- Moynihan Station Development Project (2015 Build Year).

\* There is no No Build increment Network available in the 2006 FEIS. The No Build incremental layer is estimated by taking the difference between No Build Volumes and scaled existing volumes, which was calculated using 0.5% annual background growth rate compounded for 5 years (2005 to 2010). In the 2006 FEIS, the 2010 No Build Volumes were estimated based on Hudson Yards FGEIS, with some adjustments.

If condition 1, 2, or 3 was met, this table registered the result with 'Y'; if the condition is not met, this table registered the result with 'N'.

**Table 4.5-21  
Comparison of FEIS (2006) and  
Currently Proposed Projects -- Screening Criterion**

	Analysis Location	Meets Condition 1?				Meets Condition 2?				Meets Condition 3?				Meets 1 or More Screening Criteria?			
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
		MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	
8	Sixth Ave & 31st St	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y
9	Sixth Ave & 32nd St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
10	Sixth Ave & 33rd St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
11	Sixth Ave / Bway & 34th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
12	Sixth Ave & 35th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
13	Broadway & 35th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
22	Seventh Ave & 35th St	N	Y	Y	N	N	N	N	N	N	N	N	N	N	Y	Y	N
23	Seventh Ave & 34th St	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y
24	Seventh Ave & 33rd St	N	Y	Y	N	N	N	N	N	N	N	N	N	N	Y	Y	N
25	Seventh Ave & 32nd St	N	Y	Y	N	N	N	N	Y	N	N	N	N	N	Y	Y	Y
26	Seventh Ave & 31st St	Y	Y	N	Y	N	N	Y	N	N	N	N	N	Y	Y	Y	Y
27	Seventh Ave & 30th St	N	Y	Y	N	N	N	N	N	N	N	N	N	N	Y	Y	N
28	Seventh Ave & 29th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
29	Seventh Ave & 28th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
32	Eighth Ave & 28th St	Y	N	N	Y	N	N	N	N	N	N	N	N	Y	N	N	Y
33	Eighth Ave & 29th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
34	Eighth Ave & 30th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
35	Eighth Ave & 31st St	N	N	N	N	Y	N	Y	N	N	N	N	N	Y	N	Y	N
36	Eighth Ave & 33rd St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
37	Eighth Ave & 34th St	N	N	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y
38	Eighth Ave & 35th St	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	N	N
47	Ninth Ave & 35th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
48	Ninth Ave & 34th St	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y	Y	Y
49	Ninth Ave & 33rd St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
50	Ninth Ave & 31st St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
51	Ninth Ave & 30th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
52	Ninth Ave & 29th St	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y
53	Ninth Ave & 28th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
56	Tenth Ave & 28th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
57	Tenth Ave & 29th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
58	Tenth Ave & 30th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
59	Tenth Ave & 31st St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
60	Tenth Ave & 33rd St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
61	Tenth Ave & 34th St	N	N	N	N	N	N	N	N	N	Y	Y	Y	N	Y	Y	Y
62	Tenth Ave & 35th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
66	Dyer Ave & 35th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
67	Dyer Ave & 34th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
68	Dyer Ave & 31st St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
69	Dyer Ave & 30th St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

**Note:** If condition 1, 2, or 3 was met, this table will register the result with 'Y'; if the condition is not met, this table will register the result with 'N'.

**TRAFFIC ANALYSIS**

*LEVEL OF SERVICE CRITERIA*

The operation of signalized intersections in the study area was analyzed in accordance with CEQR guidelines by applying the methodologies presented in the 2000 Highway Capacity Manual (HCM) Version 4.1f. This procedure evaluates signalized intersections for average delay per vehicle and LOS.

The LOS for the signalized intersections is based on the average stopped delay per vehicle for the various lane group movements within the intersection. This delay is the basis for an LOS determination for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. The levels of service are defined in Table 4.5-22 below.

**Table 4.5-22**  
**LOS Criteria for Signalized Intersections**

Level-of-Service (LOS)	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 20.0 seconds
C	> 20.0 and ≤ 35.0 seconds
D	> 35.0 and ≤ 55.0 seconds
E	> 55.0 and ≤ 80.0 seconds
F	> 80.0 seconds

**Sources:** Transportation Research Board. Highway Capacity Manual, 2000.

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

#### *SIGNIFICANT IMPACT CRITERIA*

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require examination of mitigation if they result in an increase of 5 or more seconds of delay in a lane group over No Build levels beyond mid-LOS D. For No Build LOS E, a 4-second increase in delay is considered significant. For No Build LOS F, a 3-second increase in delay is considered significant. However, if the No Build LOS F condition already corresponds with a delay in excess of 120 seconds, an increase of 1.0 or more seconds of delay is considered significant. In addition, impacts are considered significant if levels of service deteriorate from acceptable A, B or C in the No Build conditions to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of LOS D), or unacceptable LOS E or F in the future Build conditions. The above sliding scale is applicable only if the proposed project is expected to generate five or more vehicle trips through the analysis intersection during the peak hour being examined.

*INTERSECTIONS WITH IMPACTS*

The 13 intersections identified during the screening analysis were analyzed to determine if there would be an impact on traffic for each of the affected analysis hours in the current 2015 Build year.<sup>1</sup> However, only four of the intersections analyzed met the CEQR criteria for traffic impacts during one or more peak hours, as shown in Table 4.5-23.

**Table 4.5-23**  
**Intersections Impacted by the Preferred Alternative (Prior to Mitigation)**

Intersection Number and Location	AM	MD	PM	Saturday Midday
2 7th Ave @ 30th Street		X		
3 7th Ave @ 31st Street		X	X	X
4 7th Ave @ 33rd Street		X	X	
9 8th Ave @ 34th Street		X		

By comparison, the 2006 FEIS identified 12 intersections that required mitigation for one or more peak periods. Accordingly, the Preferred Alternative, when analyzed in connection with the changes to the traffic network, results in fewer impacted intersections from the Project analyzed in the 2006 FEIS. Further, three of the twelve intersections did not satisfy any of the screening criteria and were not analyzed, because impacts would have been highly unlikely.

*MITIGATION MEASURES*

Table 4.5-24 describes the proposed mitigation measures at each of the intersections for the peak hours impacted by the Preferred Alternative.

The traffic impacts at the four identified intersections can be fully mitigated by standard traffic engineering methods: primarily signal timing and providing an additional approach lane and by restricting parking where needed to better accommodate turning movements.

Table 4.5-25 shows a comparison of the mitigation measures proposed for the Preferred Alternative compared to the mitigation measures identified in the 2006 FEIS. For the four locations where traffic impacts were identified in the 2015 Build condition, the identified mitigation measures are shown. In general, these are low cost mitigation measures, similar to mitigation measures proposed in the 2006 FEIS.

---

<sup>1</sup> Intersection 4-Seventh Avenue at West 32nd Street—was not analyzed because there are no conflicting traffic movements.

**Table 4.5-24  
Proposed Mitigation Measures**

ID	Intersection	Future With The Project	Future With The Project And Mitigation
<b>Midday Peak Period</b>			
27	Seventh Ave & 30th St	WB: G=36 NB: G=44	WB: G=39 NB: G=41
26	Seventh Ave & 31st St	WB: (1Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St. and restriping.
		WB: (1Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restriping.
24	Seventh Ave & 33rd St	SB: (3 Lanes) T, T, TR WB: G=23	SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
		SB: G=57	WB: G=29
			SB: G=51
23	Eight Ave & 34th St	EB/WB: G=40 NB: G= 33	EB/WB: G=39 NB: G= 34
<b>PM Peak Period</b>			
26	Seventh Ave & 31st St	WB: (1Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St. and restriping.
		WB: (1Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restriping.
24	Seventh Ave & 33rd St	SB: (3 Lanes) T, T, TR WB: G=23	SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
		SB: G=57	WB: G=29
			SB: G=51
<b>Saturday Midday Peak Period</b>			
26	Seventh Ave & 31st St	WB: (1Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St. and restriping.

**Table 4.5-25  
Comparison of Mitigation Measures of the Preferred Alternative (2015 Build Year) and 2010 Build Conditions per 2006 FEIS**

Intersection	Weekday AM		Weekday Midday		Weekday PM		Weekday SAT Midday	
	Project	2006 FEIS	Project	2006 FEIS	Project	2006 FEIS	Project	2006 FEIS
Seventh Ave & W. 30th St	No Impact	No Impact	Signal Retiming	No Impact	No Impact	No Impact	No Impact	No Impact
Seventh Ave & W. 31st St	No Impact	No Impact	Daylighting	No Impact	Daylighting	No Impact	Daylighting	No Impact
Seventh Ave & W. 33rd St	No Impact	No Impact	Daylighting and Signal Retiming	No Impact	Daylighting Signal Retiming	No Impact	No Impact	Signal Retiming
Seventh Ave & W. 34th St	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Daylighting Signal Retiming
Eighth Ave & W. 28th St	No Impact	Signal Retiming	No Impact	No Impact	No Impact	No Impact	No Impact	Signal Retiming
Eighth Ave & W. 31st St	No Impact	No Impact	No Impact	Signal Retiming	No Impact	Daylighting	No Impact	Signal Retiming
Eighth Ave & W. 34th St	No Impact	No Impact	Signal Retiming	No Impact	No Impact	No Impact	No Impact	Daylighting Signal Retiming
Ninth Ave & W. 29th St	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Signal Retiming
Ninth Ave & W. 34th St	No Impact	Signal Retiming	No Impact	Signal Retiming	No Impact	Signal Retiming	No Impact	Daylighting Signal Retiming

**Moynihan Station Development Project**

Table 4.5-26 compares the traffic analysis results for the No Build, Build, and Build with mitigation conditions for the AM, Midday, PM and Saturday Midday analysis hours for the four intersection locations where traffic impacts were identified. For each condition, the traffic volume, V/C ratio, Delay and LOS are shown for each lane group. The Build with mitigation columns in Tables 4.5-26a through 4.5-26d are only filled in where significant traffic impacts were identified, which required mitigation measures to be developed.

**Table 4.5-26a**  
**AM Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	AM Peak Period														
			No Build				Build				Build with Mitigation Measures						
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS				
8	Sixth Ave & 31st St																
	Westbound	TR															
	Northbound	LT															
	<i>Intersection</i>																
27	Seventh Ave & 30th St																
	Eastbound	T															
		R															
	Southbound	LT															
	<i>Intersection</i>																
26	Seventh Ave & 31st St																
	Westbound	LT (L)	574	1.04	75.6	E	557	1.02	67.4	E							
		(T)															
	Southbound	TR	1708	0.79	19.6	B	1683	0.78	19.1	B							
	<i>Intersection</i>		2282		33.7	C	2240		31.1	C							
24	Seventh Ave & 33rd St																
	Westbound	L															
		T (LT)															
	Southbound	TR															
	<i>Intersection</i>																
23	Seventh Ave & 34th St																
	Eastbound	T (TR)	451	0.87	41.9	D	452	0.87	42.1	D							
	Westbound	LT	651	0.74	28.4	C	652	0.74	28.4	C							
	Southbound	T	1910	0.81	18.4	B	1938	0.83	18.8	B							
	<i>Intersection</i>		3012		24.1	C	3042		24.3	C							
22	Seventh Ave & 35th St																
	Westbound	L															
		LT															
	Southbound	TR															
	<i>Intersection</i>																
32	Eighth Ave & 28th St																
	Eastbound	LT	616	0.7	28.2	C	619	0.7	28.2	C							
	Northbound	TR	1551	0.64	13.2	B	1566	0.64	13.3	B							
	<i>Intersection</i>		2167		17.4	B	2185		17.5	B							
35	Eighth Ave & 31st St																
	Westbound	TR	540	0.62	22.3	C	561	0.64	22.9	C							
	Northbound	LT	1640	0.75	19.8	B	1667	0.76	20.0+	C							
	<i>Intersection</i>		2180		20.4	C	2228		20.7	C							

**Table 4.5-26a (cont'd)**  
**AM Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	AM Peak Period										
			No Build				Build				Build with Mitigation Measures		
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS
37	Eighth Ave & 34th St												
	Eastbound	T	396	0.71	27.2	C	396	0.71	27.2	C			
	Westbound	TR (T)	428	0.38	17.6	B	428	0.38	17.6	B			
		R	192	0.6	26.8	C	193	0.61	26.9	C			
	Northbound	LTR	1624	0.94	36.6	D	1689	0.98	42.8	D			
	<i>Intersection</i>		<i>2640</i>		<i>31.4</i>	<i>C</i>	<i>2706</i>		<i>35.4</i>	<i>D</i>			
38	Eighth Ave & 35th St												
	Westbound	TR											
	Northbound	LT											
	<i>Intersection</i>												
52	Ninth Ave & 29th St												
	Westbound	LT											
	Southbound	TR											
	<i>Intersection</i>												
48	Ninth Ave & 34th St												
	Eastbound	T (TR)											
		R1											
	Westbound	LDEF											
		T (LT)											
	Southbound	LTR											
	<i>Intersection</i>												
61	Tenth Ave & 34th St												
	Eastbound	LT (L)											
		T											
	Westbound	T (TR)											
		R1											
	Northbound	LTR											
	<i>Intersection</i>												

**Note: Bold = Movement requires mitigation**

**Moynihan Station Development Project**

**Table 4.5-26b**  
**MD Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	MD Peak Period													
			No Build				Build				Build with Mitigation Measures					
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS			
8	Sixth Ave & 31st St															
	Westbound	TR														
	Northbound	LT														
	Intersection															
27	Seventh Ave & 30th St															
	Eastbound	T	429	0.9	47.1	D	449	0.94	54.1	D	0.87	40.3	D			
		R	150	0.37	21.5	C	151	0.38	21.6	C	0.34	18.9	B			
	Southbound	LT	1393	0.62	14.5	B	1391	0.62	14.5	B	0.67	17.5	B			
	Intersection		1972		22.1	C	1991		23.9	C		22.8	C			
26	Seventh Ave & 31st St															
	Westbound	LT (L)	624	1.19	126.9	F	631	1.2	131.9	F	0.4	20.8	C			
		(T)									0.78	31.8	C			
	Southbound	TR	1473	0.74	18.3	B	1471	0.74	18.3	B	0.74	18.3	B			
	Intersection		2097		50.6	D	2102		52.4	D		21.5	C			
24	Seventh Ave & 33rd St															
	Westbound	L									0.7	43.1	D			
		T (LT)	295	1.17	144.4	F	314	1.22	162	F	0.34	25.2	C			
	Southbound	TR	1803	0.86	10.9	B	1864	0.91	13.8	B	0.75	11.5	B			
	Intersection		2098		29.7	C	2178		35.1	D		14.7	B			
23	Seventh Ave & 34th St															
	Eastbound	T (TR)	394	0.76	33.2	C	395	0.76	33.3	C						
	Westbound	LT	701	0.76	29.6	C	702	0.77	29.7	C						
	Southbound	T	1766	0.77	17.3	B	1828	0.8	18	B						
	Intersection		2861		22.5	C	2925		22.9	C						
22	Seventh Ave & 35th St															
	Westbound	L	166	0.54	28.1	C	168	0.54	28.3	C						
		LT	277	0.71	33.9	C	277	0.71	33.9	C						
	Southbound	TR	1720	0.76	15.6	B	1780	0.79	16.2	B						
	Intersection		2163		18.9	B	2225		19.3	B						
32	Eighth Ave & 28th St															
	Eastbound	LT														
	Northbound	TR														
	Intersection															
35	Eighth Ave & 31st St															
	Westbound	TR														
	Northbound	LT														
	Intersection															
37	Eighth Ave & 34th St															
	Eastbound	T	363	0.6	23	C	363	0.6	23	C	0.61	24.1	C			
	Westbound	TR (T)	489	0.42	18.2	B	489	0.42	18.2	B	0.43	19	B			
		R	186	0.6	26.9	C	187	0.6	27.1	C	0.63	28.9	C			
	Northbound	LTR	1743	0.98	42.7	D	1789	1.01	49.2	D	0.98	41.2	D			
	Intersection		2781		34.7	C	2828		39	D		34.4	C			
38	Eighth Ave & 35th St															
	Westbound	TR	402	0.98	63.6	E	401	0.98	62.5	E						
	Northbound	LT	1805	0.82	21.8	C	1840	0.84	22.5	C						
	Intersection		2207		29.4	C	2241		29.6	C						

**Table 4.5-26b (cont'd)**  
**MD Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	MD Peak Period											
			No Build				Build				Build with Mitigation Measures			
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS	
52	Ninth Ave & 29th St													
	Westbound	LT												
	Southbound	TR												
	<i>Intersection</i>													
48	Ninth Ave & 34th St													
	Eastbound	T (TR)	288	0.72	36.7	D	288	0.72	36.7	D				
		R1	189	0.9	67	E	190	0.9	67.8	E				
	Westbound	LDEF												
		T (LT)	577	0.7	21.9	C	588	0.71	22.4	C				
	Southbound	LTR	1602	0.94	34.7	C	1591	0.93	34	C				
	<i>Intersection</i>		2656		34.4	C	2657		34.1	C				
61	Tenth Ave & 34th St													
	Eastbound	LT (L)	252	0.39	24.7	C	252	0.39	24.7	C				
		T												
	Westbound	T (TR)	398	0.46	25.4	C	403	0.47	25.5	C				
		R1	170	0.53	30.1	C	170	0.53	30.1	C				
	Northbound	LTR	2124	0.83	14.1	B	2131	0.83	14.2	B				
	<i>Intersection</i>		2944		17.5	B	2956		17.5	B				

**Note: Bold = Movement requires mitigation**

**Moynihan Station Development Project**

**Table 4.5-26c**  
**PM Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	PM Peak Period													
			No Build				Build				Build with Mitigation Measures					
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS			
8	Sixth Ave & 31st St															
	Westbound	TR														
	Northbound	LT														
	Intersection															
27	Seventh Ave & 30th St															
	Eastbound	T	410	0.84	40	D	423	0.87	42.7	D						
		R	169	0.45	23.6	C	165	0.44	23.3	C						
	Southbound	LT	1436	0.61	14.2	B	1434	0.61	14.2	B						
	Intersection		2015		20.2	C	2022		20.9	C						
26	Seventh Ave & 31st St															
	Westbound	LT (L)	582	1.08	88.9	F	592	1.1	94.4	F	0.41	21.2	C			
		(T)									0.69	27	C			
	Southbound	TR	1573	0.72	17.8	B	1576	0.73	17.8	B	0.73	17.8	B			
	Intersection		2155		37	D	2168		38.7	D		19.9	B			
24	Seventh Ave & 33rd St															
	Westbound	L									0.64	41.3	D			
		T (LT)	240	0.97	82.5	F	256	1.01	91.6	F	0.3	24.5	C			
	Southbound	TR	1998	0.92	14.7	B	2073	0.98	23.2	C	0.81	13	B			
	Intersection		2238		22	C	2329		30.7	C		15.1	B			
23	Seventh Ave & 34th St															
	Eastbound	T (TR)	373	0.7	30.4	C	373	0.7	30.4	C						
	Westbound	LT	785	0.86	35.0	C	785	0.86	35.0	C						
	Southbound	T	1952	0.79	17.7	B	2026	0.82	18.5	B						
	Intersection		3110		23.6	C	3184		24	C						
22	Seventh Ave & 35th St															
	Westbound	L	129	0.47	26.7	C	131	0.48	27	C						
		LT	434	1.1	100.5	F	433	1.09	99.7	F						
	Southbound	TR	1881	0.75	15.1	B	1954	0.78	15.8	B						
	Intersection		2444		30.9	C	2518		30.8	C						
32	Eighth Ave & 28th St															
	Eastbound	LT														
	Northbound	TR														
	Intersection															
35	Eighth Ave & 31st St															
	Westbound	TR	763	0.83	30.5	C	742	0.81	29.2	C						
	Northbound	LT	1940	0.92	27.1	C	1950	0.92	27.4	C						
	Intersection		2703		28.1	C	2692		27.9	C						
37	Eighth Ave & 34th St															
	Eastbound	T	362	0.6	23	C	362	0.6	23	C						
	Westbound	TR (T)	553	0.47	18.9	B	553	0.47	18.9	B						
		R	201	0.63	27.8	C	201	0.63	27.8	C						
	Northbound	LTR	1665	0.92	33.9	C	1720	0.95	37.9	D						
	Intersection		2781		29.1	C	2836		31.6	C						
38	Eighth Ave & 35th St															
	Westbound	TR														
	Northbound	LT														
	Intersection															

**Table 4.5-26c (cont'd)**  
**PM Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	PM Peak Period													
			No Build				Build				Build with Mitigation Measures					
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS			
52	Ninth Ave & 29th St															
	Westbound	LT														
	Southbound	TR														
	<i>Intersection</i>															
48	Ninth Ave & 34th St															
	Eastbound	T (TR)	265	0.64	32.5	C	265	0.64	32.5	C						
		R1	260	1.18	144.8	F	262	1.18	148	F						
	Westbound	LDEF	227	0.82	43.7	D	234	0.84	46.8	D						
		T (LT)	418	0.66	21.9	C	425	0.67	22.3	C						
	Southbound	LTR	1695	1.06	63.6	E	1691	1.05	62.8	E						
	<i>Intersection</i>		2865		60.4	E	2877		60.5	E						
61	Tenth Ave & 34th St															
	Eastbound	LT (L)	256	0.42	25.3	C	257	0.42	25.3	C						
		T														
	Westbound	T (TR)	462	0.6	28.4	C	469	0.61	28.6	C						
		R1	367	1.09	105.4	F	367	1.09	105.4	F						
	Northbound	LTR	2034	0.97	25.9	C	2031	0.97	25.7	C						
	<i>Intersection</i>		3119		35.6	D	3124		35.5	D						

**Note:** **Bold** = Movement requires mitigation

**Moynihan Station Development Project**

**Table 4.5-26d  
Saturday Midday Peak Hour  
Summary of Traffic Analysis Results  
No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	SATURDAY MIDDAY PEAK PERIOD											
			No Build				Build				Build with Mitigation Measures			
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS	V/C	Delay	LOS	
8	Sixth Ave & 31st St													
	Westbound	TR	746	0.65	22.9	C	748	0.65	22.9	C				
	Northbound	LT	1908	0.83	21.4	C	1909	0.84	21.5	C				
	Intersection		2654		21.9	C	2657		21.9	C				
27	Seventh Ave & 30th St													
	Eastbound	T												
		R												
	Southbound	LT												
	Intersection													
26	Seventh Ave & 31st St													
	Westbound	LT (L)	708	1.22	137.3	F	714	1.23	142	F	0.28	18.5	B	
		(T)									0.91	43.3	D	
	Southbound	TR	1430	0.63	16.1	B	1410	0.62	15.9	B	0.62	15.9	B	
	Intersection		2138		56.2	E	2124		58.3	E		23.6	C	
24	Seventh Ave & 33rd St													
	Westbound	L												
		T (LT)												
	Southbound	TR												
	Intersection													
23	Seventh Ave & 34th St													
	Eastbound	T (TR)	438	0.45	21.7	C	438	0.45	21.7	C				
	Westbound	LT	705	0.53	22.5	C	705	0.53	22.5	C				
	Southbound	T	1677	0.68	15.3	B	1703	0.69	15.5	B				
	Intersection		2820		18.1	B	2846		18.2	B				
22	Seventh Ave & 35th St													
	Westbound	L												
		LT												
	Southbound	TR												
	Intersection													
32	Eighth Ave & 28th St													
	Eastbound	LT	464	0.49	23.1	C	468	0.5	23.2	C				
	Northbound	TR	1677	0.66	13.5	B	1668	0.66	13.5	B				
	Intersection		2141		15.6	B	2136		15.6	B				
35	Eighth Ave & 31st St													
	Westbound	TR												
	Northbound	LT												
	Intersection													
37	Eighth Ave & 34th St													
	Eastbound	T	382	0.3	16.6	B	382	0.3	16.6	B				
	Westbound	TR (T)	684	0.48	18.8	B	684	0.48	18.8	B				
		R												
	Northbound	LTR	1763	0.93	34.7	C	1756	0.93	34.8	C				
	Intersection		2829		28.4	C	2822		28.5	C				
38	Eighth Ave & 35th St													
	Westbound	TR												
	Northbound	LT												
	Intersection													

**Table 4.5-26d (cont'd)**  
**Saturday Midday Peak Hour**  
**Summary of Traffic Analysis Results**  
**No Build, Build, and Mitigated Build Conditions**

ID	Intersection	Lane Group	SATURDAY MIDDAY PEAK PERIOD										Build with Mitigation Measures		
			No Build				Build				V/C	Delay	LOS		
			Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS					
52	Ninth Ave & 29th St														
	Westbound	LT	639	0.65	25.5	C	639	0.65	25.5	C					
	Southbound	TR	1857	0.96	28.8	C	1836	0.95	27.2	C					
	<i>Intersection</i>		2496		28	C	2475		26.8	C					
48	Ninth Ave & 34th St														
	Eastbound	T (TR)	573	0.72	31.7	C	576	0.73	31.9	C					
		R1													
	Westbound	LDEF	183	0.65	25.2	C	189	0.67	26.2	C					
		T (LT)	372	0.27	13.4	B	379	0.27	13.5	B					
	Southbound	LTR	1567	0.8	25.6	C	1509	0.78	24.8	C					
	<i>Intersection</i>		2695		25.2	C	2653		24.8	C					
61	Tenth Ave & 34th St														
	Eastbound	LT (L)	113	0.43	28.2	C	111	0.43	28.2	C					
		T	247	0.27	22.6	C	249	0.27	22.6	C					
	Westbound	T (TR)	316	0.41	24.8	C	323	0.42	24.9	C					
		R1													
	Northbound	LTR	1877	0.67	10.8	B	1870	0.67	10.8	B					
	<i>Intersection</i>		2553		14.4	B	2553		14.5	B					

**Note:** **Bold** = Movement requires mitigation

**SUMMARY AND CONCLUSIONS**

The Project as currently proposed would be expected to produce fewer traffic impacts and at fewer locations than concluded in the 2006 FEIS. The 2006 FEIS analysis identified traffic impacts at seven intersection locations for the 2010 Build conditions compared to four intersection locations identified for the Project’s 2015 Build conditions. The traffic impacts at the four locations can be fully mitigated by means of modest traffic engineering measures, such as signal retiming or parking restrictions at intersection approaches in order to provide an additional lane for turning movements.

**4.5.5 PARKING**

The 2006 FEIS showed that off-street parking occupancy levels would increase from a weekday peak of 80 percent in 2005 to near capacity of 97 percent in 2010 with the Project. On-street parking, which is scarce in the area of the Project site, would be at or over capacity throughout.

The parking study area in the 2009 WRY FEIS extended from 42nd Street on the north, Eighth Avenue on the west, 23rd Street on the south and the Hudson River on the west. The 2009 WRY FEIS reported that off-street parking demand within this parking study area under that project’s 2017 No Build condition, which includes the Project, would be expected to exceed the available parking supply during the weekday midday period by approximately 2,050 spaces. The Moynihan Station project considered in the WRY FEIS was larger than the Preferred Alternative. It was further reported that the available off-street parking supply on the far west side of Manhattan would be able to accommodate the overnight parking demand under that project’s 2017 No Build condition with nearly 1,150 spaces still available. Therefore, under the

2015 Build condition for the Project, it can be concluded that there would be a parking short-fall during the weekday midday period, but that overnight parking demand could be satisfied.

According to the *CEQR Technical Manual*, for proposed actions within the Manhattan Business District (defined as the area south of 61st Street), the inability of the Project or the surrounding area to accommodate projected future parking demands would be considered a parking shortfall, but is not deemed to be a significant adverse impact. This guidance reflects the City's policies to discourage parking in the Midtown area. The unsatisfied demand for parking spaces during the midday peak utilization period would result in vehicles parking outside of the parking study area and motorists walking greater distances to their destinations. As parking shortfalls do not constitute significant adverse impacts under CEQR guidance, mitigation is not required.

### 4.5.6 TRANSIT AND PEDESTRIANS

As discussed above, the Preferred Alternative would include the redevelopment of the Farley Complex with the relocation and expansion of Amtrak service, and a new mixed-use off-site building on the Development Transfer Site. This program is similar to one of the development scenarios analyzed in the 2006 FEIS with regard to the redevelopment of the Farley Complex and the off-site building, with the one significant difference between the current Project and the 2006 Project being that Amtrak would be the main occupant at the new complex instead of NJT.

The 2006 FEIS provided detailed analyses of the 34th Street-Penn Station elements (stairways and control areas) serving patrons accessing the Seventh Avenue (1, 2, 3) and Eighth Avenue (A, C, E) subway lines and pedestrian elements (sidewalks, corner reservoirs, and crosswalks) at nine intersections in the immediate area of the Project site. The 2006 FEIS concluded that the development program analyzed for the 2010 Build condition would not result in any significant adverse impacts on subway stairways and control areas with the incorporation of proposed station improvements and mitigation measures outlined in the 2005 No. 7 Subway Extension—Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement (FGEIS). For pedestrian conditions, 14 corner or crosswalk locations were projected to be significantly impacted during the weekday AM, midday, PM, and Saturday midday peak hours. Measures proposed to fully mitigate those impacts included widening of sidewalks and crosswalks and removal of sidewalk obstructions. The evaluation of the Preferred Alternative in this EA considers the same transit and pedestrian study areas and provides a summary of the current findings for the 2015 Build year and compares these findings with the related findings made for the 2010 Build year in the 2006 FEIS.

The Preferred Alternative, which would be completed by 2015, is expected to generate similar or fewer incremental levels of transit and pedestrian trips in the study area than what had been projected in the 2006 FEIS. The completion of other development projects in the future without the Project is also expected to progress at a slower pace than previously anticipated, resulting in fewer incremental transit and pedestrian trips in the No Build. A comparison of background transit and pedestrian levels indicates that overall activities in the area have not changed materially as well. Therefore, the future Build transit and pedestrian levels would be lower than or comparable to those analyzed in the 2006 FEIS and would result in a comparable number or fewer significant adverse impacts of similar or lesser magnitudes. As a result, the corresponding mitigation measures required would also be comparable to or less than those detailed in the 2006 FEIS.

**FUTURE TRAVEL DEMAND PROJECTION COMPARISONS**

To determine whether the Preferred Alternative has the potential to result in new significant adverse transit and pedestrian impacts, it is essential to first compare the travel demand projections described above in “Traffic” and those presented in the 2006 FEIS for future conditions with and without the Project. As demonstrated below, the Preferred Alternative would yield substantially fewer incremental person trips than those projected in the 2006 FEIS. Furthermore, the level of development from other projects in West Midtown that are expected to move forward without the proposed Project are less than what was anticipated in the 2006 FEIS.

*FARLEY COMPLEX AND OFF-SITE DEVELOPMENT*

As detailed above and summarized in Table 4.5-27, the development of the Farley Complex in the No Action Alternative would generate 1,160, 7,344, 7,388, and 7,450 person trips during the weekday AM, midday, and PM, and Saturday midday peak hours, as compared to 2,544, 8,801, 5,175, and 12,959 person trips, as predicted in the 2006 FEIS analysis of the No Action condition, during the same time periods. For the Preferred Alternative, the Farley Complex and the new mixed-use off-site building would generate 1,606, 10,379, 9,291, and 10,188 person trips during the weekday AM, midday, and PM, and Saturday midday peak hours, as compared to 5,680, 21,592, 12,539, and 35,628 person trips, as predicted in the 2006 FEIS, during the same time periods.

**Table 4.5-27**

**Person Trip Summary: Preferred Alternative & 2006 FEIS**

Analysis Year	Peak Hour	Auto		Taxi		Subway		Bus		Railroad		Walk		Total			
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total	
Preferred Alternative	2015 Future without the Proposed Action	AM	155	6	13	1	591	25	143	6	174	7	37	2	1,113	47	1,160
		MD	302	255	149	130	682	578	299	259	0	0	2,479	2,211	3,911	3,433	7,344
		PM	263	468	114	144	782	1,533	234	422	67	264	1,425	1,672	2,885	4,503	7,388
		SAT	337	311	154	141	752	693	308	282	0	0	2,339	2,133	3,890	3,560	7,450
	2015 Future with the Proposed Action	AM	18	30	49	150	130	324	44	37	0	0	358	466	599	1,007	1,606
		MD	351	299	243	219	805	689	393	342	0	0	3,691	3,347	5,483	4,896	10,379
		PM	310	326	296	222	1,143	1,092	336	338	56	64	2,512	2,596	4,653	4,638	9,291
		SAT	372	343	248	235	982	915	380	350	0	0	3,274	3,089	5,256	4,932	10,188
	2015 Increment	AM	-137	24	36	149	-461	299	-99	31	-174	-7	321	464	-514	960	446
		MD	49	44	94	89	123	111	94	83	0	0	1,212	1,136	1,572	1,463	3,035
		PM	47	-142	182	78	361	-441	102	-84	-11	-200	1,087	924	1,768	135	1,903
		SAT	35	32	94	94	230	222	72	68	0	0	935	956	1,366	1,372	2,738
2006 FEIS	2010 Future without the Proposed Action	AM	169	25	37	20	765	96	168	47	140	11	569	497	1,848	696	2,544
		MD	84	85	126	127	252	255	252	255	0	0	3,663	3,702	4,377	4,424	8,801
		PM	52	211	57	76	180	915	123	256	13	154	1,529	1,609	1,954	3,221	5,175
		SAT	129	129	194	193	387	386	387	386	0	0	5,384	5,384	6,481	6,478	12,959
	2010 Future with the Proposed Action	AM	174	78	576	174	741	352	276	132	80	8	1,565	1,524	3,412	2,268	5,680
		MD	350	220	846	353	1,234	682	758	591	81	2	8,339	8,136	11,608	9,984	21,592
		PM	283	124	778	206	1,140	442	517	315	87	3	4,483	4,161	7,288	5,251	12,539
		SAT	487	360	1,051	561	1,692	1,153	1,180	1,016	83	5	14,107	13,933	18,600	17,028	35,628
	2010 Increment	AM	5	53	539	154	-24	256	108	85	-60	-3	996	1,027	1,564	1,572	3,136
		MD	266	135	720	226	982	427	506	336	81	2	4,676	4,434	7,231	5,560	12,791
		PM	231	-87	721	130	960	-473	394	59	74	-151	2,954	2,552	5,334	2,030	7,364
		SAT	358	231	857	368	1,305	767	793	630	83	5	8,723	8,549	12,119	10,550	22,669

The notable differences between the current and 2006 FEIS trip projections are largely attributed to changes in the transportation demand assumptions, as developed by the WRY FEIS working group. In comparison with their respective No Action conditions, the Preferred Alternative

## **Moynihan Station Development Project**

---

would yield between 400 and 3,100 incremental peak hour person trips in 2015, as compared to the 3,100 to 22,700 incremental peak hour person trips projected in the 2006 FEIS for 2010.

### *OTHER PROJECTS IN WEST MIDTOWN*

As shown above in “Traffic,” there would be approximately 1.2 million fewer square feet of commercial office space expected to be completed in the Project area between 2008 and 2015 than anticipated in the 2006 FEIS for the 2005 to 2010 period. However, at the same time, there would be approximately 550,000 more square feet of hotel space, 220,000 more square feet of retail space, and 2,760 more residential dwelling units. Compared to the No Action analysis in the 2006 FEIS, the aggregate floor area of the expected development without the Project considered in this EA is comparable in total. Nonetheless, similar to what was concluded above for vehicular traffic, the change in the mix of development would result in fewer total incremental person trips from those No Build projects than what was considered in the 2006 FEIS.

## **TRANSIT**

### *SUBWAY SERVICE*

Subway service in the study area includes the Seventh Avenue line (1,2,3) at 34th Street-Penn Station, the Eighth Avenue line (A,C,E) at 34th Street-Penn Station, and the Sixth Avenue line (B,D,F,V), Broadway line (N,Q,R,W), and the Port Authority Trans Hudson (PATH) trains at 34th Street-Herald Square. The 2006 FEIS analyzed 19 subway stairway locations serving the A/C/E subway lines at the 34th Street-Penn Station along Eighth Avenue, and eight subway stairway locations serving the 1/2/3 subway lines at the 34th Street-Penn Station along Seventh Avenue. Updated volume information was obtained from the recently certified WRY FEIS (2009). In comparison, the 2008 aggregate peak hour stairway volumes analyzed in the WRY FEIS are higher by approximately 7 percent over the 2005 stairway volumes analyzed in the 2006 FEIS. Taking into account the transit trips generated by completed development projects between 2005 and 2008, the remaining transit trip increase would be in line with the *CEQR* background growth of 0.5-percent per year. The 2006 FEIS also analyzed five subway control areas serving the A/C/E subway lines at the 34th Street-Penn Station along Eighth Avenue, and two subway control areas serving the 1/2/3 subway lines at the 34th Street-Penn Station along Seventh Avenue. Similarly, the comparison of the 2006 FEIS and the 2009 WRY FEIS aggregate baseline volumes at these subway control areas shows a moderate increase of approximately 8 percent between 2005 and 2008.

As shown in Table 4.5-27, the Preferred Alternative would result in -162, 234, -80, and 452 incremental subway trips (total in/out) during the weekday AM, midday, and PM, and Saturday midday peak hours. These trips, spread among various station elements at the above stations, which is comparable to what was done in the 2006 FEIS, would not warrant a detailed analysis per the criteria in the *CEQR Technical Manual*. The *CEQR Technical Manual* states that quantitative analyses could be warranted if a transit element is expected to incur 200 or more peak hour incremental trips resulting from a proposed action. Incremental transit trips during a peak hour at or below this CEQR threshold is considered imperceptible. The projected trips above, spread among various station elements at the two study area stations, which is comparable to what was done in the 2006 FEIS, would not result in any station element incurring more than the CEQR analysis threshold of 200 transit trips. Therefore, a detailed analysis is not warranted, and the Preferred Alternative would not be expected to result in significant adverse subway impacts. Furthermore, the 2006 FEIS analyses, which considered substantially larger subway increments from the proposed Project (232, 1,409, 487, and 2,072

during the same time periods), concluded that no significant adverse impacts would result for the analyzed subway stairway and control area elements. With these lower Build incremental volumes coupled with a smaller No Action subway trip increase, the Preferred Alternative would not be expected to result in significant adverse subway impacts.

#### *BUS SERVICE*

There are various local and express bus routes serving the study area. The Preferred Alternative would result in -58, 177, 18, and 140 incremental bus trips (total in/out) during the weekday AM, midday, and PM, and Saturday peak hours. These trips, spread among numerous bus stops in the area, comparable to what was done in the 2006 FEIS, would not warrant a detailed analysis per the criteria in the *CEQR Technical Manual*, and therefore would not be expected to result in significant adverse bus impacts. In comparison, the 2006 FEIS estimated the proposed Project's incremental bus trips to be substantially higher at 193, 842, 453, and 1,423 over the same time periods and also concluded that there would be no significant adverse impacts.

#### **PEDESTRIANS**

##### *STREET-LEVEL PEDESTRIAN OPERATION*

The pedestrian study area is the same as the one studied in the 2006 FEIS (and shown on Figure 14-2 of the 2006 FEIS), which includes sidewalks, crosswalks, and corner reservoirs from West 30th to West 34th Streets between Sixth and Tenth Avenues and from West 34th to West 35th Streets between Seventh and Ninth Avenues. The 2006 FEIS analyzed physical changes to street-level pedestrian facilities, including project-related pedestrian improvements, proposed by the previous Farley Complex development program and proposed in the Hudson Yards FGEIS, as well as by other developments in the study area. Similar improvements, except for those stipulated in the Hudson Yards FGEIS, are expected to be in place for the Project. In addition, the 15 Penn Plaza project, which is currently undergoing environmental review under CEQR and would be constructed by 2014, is expected to result in the reconstruction and re-opening of the passageway under the south side of 33rd Street between Seventh and Sixth Avenues (sometimes referred to as the Gimbels' passageway) and related underground connections between Seventh and Sixth Avenues. The reconstructed passageway would accommodate pedestrian flows between Penn Station/the Seventh Avenue subway lines (1, 2, and 3) and the Sixth Avenue subway lines (B, D, F, N, Q, R, V, and W) and the PATH station and provide an alternative to pedestrians traveling along the 33rd Street corridor. The 15 Penn Plaza project would also improve several subway stairways and control areas serving the Seventh Avenue, Sixth Avenue, and Broadway subway lines, and the PATH station. The presence or absence of the Gimbel's passageway does not materially affect the assessment of the Project's pedestrian impacts.

In comparison, the 2008 aggregate peak hour pedestrian volumes analyzed in the WRY FEIS are higher by approximately 9 percent over the 2005 volumes analyzed in the 2006 FEIS for sidewalks, lower by approximately 28 percent for corner reservoirs, and lower by approximately 4 percent for crosswalks. Including the background growth of 0.5 percent per year outlined by the *CEQR Technical Manual* and additional pedestrian trips generated by other completed development projects over the three-year period within the study area, the amount of pedestrian growth realized between 2005 and 2008 for sidewalks is in line with typical volume increases. The corner and crosswalk volumes were lower in 2008 than they were in 2005.

## **Moynihan Station Development Project**

---

The 2006 FEIS concluded that there would not be any significant adverse sidewalk impacts resulting from the Project to be completed in 2010. With comparable baseline conditions, fewer additional trips resulting from development projects in the future without the Project, and relatively lower incremental trip generation, the Preferred Alternative would also not be expected to result in significant adverse sidewalk impacts.

For corners and crosswalks, the 2006 FEIS, however, concluded that significant adverse impacts would occur at certain locations, all of which could be mitigated as described below.

### *Corner Reservoirs*

- Northeast corner of West 33rd Street and Ninth Avenue in the midday peak period – mitigated with a 5-foot widening of the east crosswalk at the northeast corner of West 33rd Street and Ninth Avenue to a width of 20 feet, and removal of all obstructions from the 20 feet of sidewalk adjacent to the east crosswalk.
- Northwest corner of West 33rd Street and Eighth Avenue in the AM, midday, PM, and Saturday peak periods – mitigated with a 10-foot widening of the west crosswalk at the northwest corner of West 33rd Street and Eighth Avenue to a width of 24 feet, and removal of all obstructions from the 24 feet of sidewalk adjacent to the west crosswalk.

### *Crosswalks*

- East crosswalk of West 34th Street and Eighth Avenue in the midday, PM, and Saturday peak periods – mitigated with a 4.5-foot widening to a width of 20 feet.
- West crosswalk of West 34th Street and Eighth Avenue in the PM peak period – mitigated with a 0.5-foot widening to a width of 16 feet.
- West crosswalk of West 33rd Street and Ninth Avenue in the midday and Saturday peak periods – mitigated with a 5-foot widening to a width of 20 feet.
- East crosswalk of West 33rd Street and Eighth Avenue in the AM, midday, PM, and Saturday peak periods – mitigated with a 2.3-foot widening to a width of 20 feet.
- South crosswalk at West 33rd Street and Eighth Avenue in the midday peak period – mitigated with a 3-foot widening to a width of 20 feet.
- West crosswalk of West 33rd Street and Eighth Avenue in the AM, PM, and Saturday peak periods – mitigated with a 10-foot widening to a width of 24 feet.
- North crosswalk of West 33rd Street and Seventh Avenue in the PM peak period – mitigated with a 7.5-foot widening to a width of 21.5 feet incorporating crosswalk width previously considered as Hudson Yards mitigation.
- South crosswalk of West 33rd Street and Seventh Avenue in the AM, midday, PM, and Saturday peak periods – mitigated with a 4-foot widening to a width of 20 feet.
- West crosswalk of West 33rd Street and Seventh Avenue in the Saturday peak period – mitigated with a 2-foot widening to a width of 20.5 feet.
- East crosswalk of West 31st Street and Ninth Avenue in the midday and Saturday peak periods – mitigated with a 3-foot widening to a width of 16 feet.
- East crosswalk of West 31st Street and Eighth Avenue in the Saturday peak period – mitigated with a 5.5-foot widening to a width of 20 feet.
- West crosswalk of West 31st Street and Eighth Avenue in the Saturday peak period – mitigated with a 0.5-foot widening to a width of 12 feet.

- North crosswalk of West 31st Street and Seventh Avenue mitigated to a width of 20 feet incorporating crosswalk width previously considered as Hudson Yards mitigation.

As summarized in Table 4.5-27, the No Build program and the Preferred Alternative program for the Farley Complex and the new mixed-use off-site building would result in substantially fewer person trips than those projected in the 2006 FEIS. Since both the 2008 baseline and future 2015 background pedestrian levels would also be lower or comparable to those analyzed in the 2006 FEIS, some of the significant adverse pedestrian impacts identified previously in the 2006 FEIS may no longer occur with the Preferred Alternative. For those impacts that would remain, they are likely to be lower in magnitude and require comparable or lesser mitigation measures. The mitigation measures set forth in the 2006 FEIS, described above, would be more than adequate to eliminate any significant adverse pedestrian impacts associated with the 2015 development program for the Preferred Alternative. Further, the Project will commit to implementing the applicable Hudson Yards pedestrian mitigation measures, which are no longer available, at two study area locations as improvements under the Preferred Alternative. \*