Appendix G:
Transportation

Table G-1

LIC Rezoning Existing Traffic Conditions LOS Table

				Weekday AM				Weekday Midday				Weekday PM				Saturday			
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		V/C Ratio	Delay (sec/veh)	LOS		V/C Ratio	Delay (sec/veh)	LOS		V/C Ratio	Delay (sec/veh)	LOS	
Signalized Intersections																			
1	21st St &	EB	LT	0.64	55.1	E	*	0.45	45.1	D		0.49	47.9	D		0.39	43.0	D	
	41st Ave	NB	LT	0.53	10.2	B		0.74	13.9	B		1.02	47.8	D	*	0.75	13.8	B	
		NB	R	0.12	6.6	A		0.12	4.6	A		0.23	6.7	A		0.11	4.2	A	
		SB	L	0.24	11.8	B		0.34	14.5	B		0.55	26.7	C		0.42	16.8	B	
		SB	T	1.05	66.3	E	*	0.74	23.1	C		0.82	27.5	C		0.83	28.3	C	
		SB	R	0.09	9.6	A		0.09	10.0	A		0.09	9.6	A		0.09	9.9	A	
		INT =			44.0	D			19.2	B			35.5	D			21.1	C	
3	11th St &	EB	LT	0.41	25.6	C		0.33	24.1	C		0.31	23.5	C		0.26	22.6	C	
	43rd Ave	WB	LT	0.45	26.5	C		0.54	29.0	C		0.56	29.7	C		0.32	24.0	C	
		NB	LT	0.49	5.8	A		0.39	5.9	A		0.58	6.7	A		0.45	5.3	A	
		SB	LT	0.16	10.7	B		0.17	10.8	B		0.31	12.3	B		0.21	11.1	B	
		INT =			14.9	B			16.5	B			15.2	B			12.5	B	
6	21st St &	EB	LT	0.33	34.7	C		0.19	31.5	C		0.35	34.4	C		0.14	30.6	C	
	43rd Ave	WB	LT	0.60	41.4	D		0.36	34.7	C		0.55	39.8	D		0.26	32.5	C	
		NB	LT	0.53	12.9	B		0.47	20.0	B		0.49	16.2	B		0.35	17.8	B	
		SB	LT	0.30	4.4	A		0.35	6.7	A		0.46	12.6	B		0.43	8.2	A	
		INT =			17.8	B			16.9	B			20.3	C			14.6	B	
7	Purves St/43rd Ave &	EB	L	0.36	21.0	C		0.42	21.4	C		0.31	18.2	B		0.44	22.2	C	
	Jackson Ave	EB	TR	0.20	16.2	B		0.28	16.2	B		0.28	15.5	B		0.27	15.8	B	
		WB	LT	0.56	24.1	C		0.48	22.5	C		0.36	20.3	C		0.49	22.6	C	
		NB	LT	0.07	41.1	D		0.26	44.8	D		0.13	42.1	D		0.39	48.7	D	
		SB	LT	0.89	83.7	F	*	0.77	67.1	E	*	0.99	105.2	F	*	0.55	51.0	D	
		INT =			32.7	C			27.7	C			35.1	D			25.3	C	
11	Vernon Blvd &	WB	LR	0.24	17.5	B		0.24	17.3	B		0.23	17.1	B		0.22	17.6	B	
	43rd Rd	NB	T	0.43	16.1	B		0.43	17.2	B		0.42	17.1	B		0.30	14.1	B	
		SB	T	0.57	14.1	B		0.43	9.9	A		0.42	10.5	B		0.38	9.5	A	
		INT =			15.2	B			13.9	B			14.1	B			12.0	B	
13	11th St &	EB	LT	0.22	25.0	C		0.22	24.9	C		0.17	24.2	C		0.09	23.1	C	
	44th Ave	NB	TR	0.53	13.4	B		0.39	11.3	B		0.54	13.7	B		0.44	11.9	B	
		SB	LT	0.30	4.3	A		0.34	4.4	A		0.48	7.4	A		0.36	6.6	A	
		INT =			11.8	B			10.1	B			11.7	B			10.3	B	
14	21st St &	EB	LT	0.24	15.8	B		0.17	15.1	B		0.18	15.1	B		0.14	14.7	B	
	44th Ave	NB	TR	0.58	5.8	A		0.49	6.1	A		0.53	16.1	B		0.37	4.7	A	
		SB	LT	0.54	16.2	B		0.51	14.6	B		0.66	11.4	B		0.61	20.5	C	
		INT =			11.4	B			10.9	B			13.6	B			14.7	B	
18	11th St &	EB	L	0.08	27.8	C		0.08	27.8	C		0.07	27.6	C		0.03	26.9	C	
	44th Dr	EB	TR	0.39	32.9	C		0.46	34.7	C		0.44	34.1	C		0.29	30.6	C	
		WB	L	0.29	32.3	C		0.37	34.8	C		0.39	35.1	D		0.32	33.0	C	
		WB	TR	0.55	38.4	D		0.39	33.0	C		0.42	33.8	C		0.27	30.5	C	
		NB	LT	0.54	10.8	B		0.45	9.5	A		0.54	10.7	B		0.43	9.0	A	
		NB	R	0.09	5.9	A		0.09	5.9	A		0.11	6.0	A		0.08	5.9	A	
		SB	LT	0.44	15.4	B		0.53	17.2	B		0.65	20.1	C		0.44	15.1	B	
		INT =			18.6	B			19.0	B			19.3	B			16.1	B	
19	21st St &	EB	L	0.32	19.4	B		0.30	19.0	B		0.22	17.2	B		0.16	16.0	B	
	44th Dr	EB	TR	0.30	17.7	B		0.32	17.6	B		0.34	17.9	B		0.25	16.7	B	
		WB	L	0.19	11.1	B		0.18	8.0	A		0.22	12.0	B		0.14	6.7	A	
		WB	TR	0.57	14.2	B		0.42	9.4	A		0.46	15.1	B		0.27	7.4	A	
		NB	LT	0.59	14.0	B		0.46	11.2	B		0.53	12.3	B		0.38	10.2	B	
		SB	LT	0.56	20.6	C		0.58	8.0	A		0.66	4.8	A		0.63	9.2	A	
		INT =			16.9	B			10.9	B			10.5	B			10.3	B	
20	23rd St &	EB	LT	0.46	18.6	B		0.50	22.5	C		0.62	22.9	C		0.41	18.9	B	
	44th Dr	WB	L	0.09	20.1	C		0.15	19.6	B		0.11	23.3	C		0.13	19.2	B	
		WB	TR	0.63	32.9	C		0.62	30.0	C		0.74	47.0	D		0.41	23.6	C	
		NB	TR	0.35	16.2	B		0.45	17.6	B		0.43	17.2	B		0.32	15.2	B	
		SB	LT	0.51	19.0	B		0.68	24.4	C		0.64	22.4	C		0.44	17.4	B	
		INT =			22.6	C			23.6	C			27.8	C			18.6	B	
22	44th Dr &	EB	L	0.07	8.9	A		0.10	8.2	A		0.06	9.4	A		0.07	8.0	A	
	Jackson Ave	EB	TR	0.19	10.3	B		0.25	9.5	A		0.27	11.8	B		0.25	9.5	A	
		WB	L	0.31	11.9	B		0.22	9.9	A		0.21	13.5	B		0.18	9.2	A	
		WB	TR	0.44	15.0	B		0.34	12.6	B		0.28	18.3	B		0.34	12.1	B	
		NB	LT	0.41	39.8	D		0.26	36.4	D		0.38	38.7	D		0.19	35.2	D	
		NB	R	0.33	38.5	D		0.40	40.2	D		0.40	39.7	D		0.33	38.3	D	
		SB	T	0.34	39.7	D		0.33	38.7	D		0.42	34.7	C		0.29	37.4	D	
		INT =			21.6	C			20.0	B			23.6	C			18.3	B	
23	Vernon Blvd &	EB	L	0.03	15.7	B		0.04	15.9	B		0.04	15.8	B		0.00	0.0	A	
	44th Dr	EB	TR	0.09	16.3	B		0.10	16.4	B		0.08	16.1	B		0.03	15.7	B	
		WB	L	0.20	17.8	B		0.22	18.1	B		0.15	17.1	B		0.16	17.2	B	
		WB	TR	0.44	22.9	C		0.29	19.3	B		0.21	17.9	B		0.13	16.9	B	
		NB	LT	0.28	8.1	A		0.33	8.6	A		0.38	9.1	A		0.25	7.7	A	
		SB	LT	0.64	9.0	A		0.60	9.4	A		0.60	9.2	A		0.45	8.1	A	
		INT =			11.4	B			11.1	B			10.5	B			9.4	A	

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				Weekday AM				Weekday Midday				Weekday PM				Saturday			
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		V/C Ratio	Delay (sec/veh)	LOS		V/C Ratio	Delay (sec/veh)	LOS		V/C Ratio	Delay (sec/veh)	LOS	
25	21st St &	WB	LT	0.24	16.6	B		0.19	15.9	B		0.20	15.9	B		0.10	14.9	B	
	44th Rd	NB	LT	0.60	10.8	B		0.48	7.9	A		0.48	9.3	A		0.37	7.0	A	
		SB	TR	0.51	8.8	A		0.49	8.8	A		0.57	2.7	A		0.56	9.2	A	
		INT =			10.5	B			9.0	A			6.5	A			8.8	A	
26	Vernon Blvd &	WB	LR	0.33	19.9	B		0.30	19.3	B		0.22	17.9	B		0.13	16.7	B	
	44th Rd	NB	T	0.39	7.4	A		0.42	7.3	A		0.42	6.4	A		0.29	5.6	A	
		SB	T	0.53	16.6	B		0.49	13.1	B		0.50	13.6	B		0.40	11.5	B	
		INT =			13.6	B			11.5	B			11.0	B			9.7	A	
30	Vernon Blvd &	WB	LT	0.23	16.2	B		0.21	16.0	B		0.18	15.7	B		0.16	15.4	B	
	46th Ave	NB	LT	0.59	14.6	B		0.58	14.0	B		0.61	16.1	B		0.47	14.4	B	
		SB	TR	0.72	28.1	C		0.63	23.6	C		0.62	23.5	C		0.54	21.2	C	
		INT =			21.1	C			18.7	B			19.3	B			17.7	B	
31	Vernon Blvd &	EB	LT	0.16	15.6	B		0.10	14.9	B		0.13	15.1	B		0.16	15.4	B	
	46th Rd	NB	TR	0.53	10.7	B		0.58	11.7	B		0.54	11.9	B		0.46	10.3	B	
		SB	LT	0.62	10.5	B		0.57	8.7	A		0.63	10.2	B		0.47	7.1	A	
		INT =			11.2	B			10.6	B			11.4	B			9.6	A	
32	Van Dam St &	EB	LT	0.36	36.3	D		0.44	28.8	C		0.75	49.9	D		0.16	23.9	C	
	47th Ave	WB	LT	1.02	92.6	F	*	0.67	36.9	D		0.74	51.5	D		0.54	31.4	C	
		NB	LT	1.05	53.2	D	*	0.88	24.6	C		0.71	14.4	B		0.86	21.0	C	
		SB	LT	0.47	17.8	B		0.58	18.9	B		0.48	18.1	B		0.70	21.2	C	
		INT =			47.5	D			24.4	C			25.9	C			22.2	C	
33	Vernon Blvd &	WB	LT	0.17	15.6	B		0.21	16.0	B		0.20	15.9	B		0.22	16.2	B	
	47th Ave	NB	LT	0.55	9.3	A		0.58	7.7	A		0.52	7.8	A		0.56	8.6	A	
		SB	TR	0.64	12.0	B		0.53	8.5	A		0.57	8.3	A		0.48	6.8	A	
		INT =			11.3	B			9.3	A			9.2	A			9.3	A	
34	Vernon Blvd &	EB	LT	0.22	16.3	B		0.19	15.8	B		0.21	16.1	B		0.26	16.7	B	
	47th Rd	NB	TR	0.50	15.6	B		0.57	17.6	B		0.54	15.8	B		0.51	14.3	B	
		SB	LT	0.56	10.2	B		0.46	9.4	A		0.51	9.4	A		0.44	9.0	A	
		INT =			13.3	B			14.0	B			13.1	B			12.6	B	
35	11th St &	WB	LT	0.21	18.1	B		0.10	14.0	B		0.09	13.9	B		0.10	14.1	B	
	48th Ave	NB	L	0.31	30.3	C		0.31	36.9	D		0.44	44.7	D		0.33	34.5	C	
		NB	T	0.38	24.4	C		0.35	27.1	C		0.40	27.9	C		0.33	26.8	C	
		SB	TR	0.47	33.4	C		0.61	39.8	D		0.73	43.4	D		0.49	37.0	D	
		INT =			27.5	C			32.9	C			35.7	D			30.7	C	
36	Van Dam St &	EB	LT	0.37	38.2	D		0.34	28.3	C		0.54	42.2	D		0.07	24.3	C	
	48th Ave	WB	LT	1.05	104.5	F	*	0.58	34.8	C		0.48	41.5	D		0.27	27.1	C	
		NB	LT	0.74	15.8	B		0.79	17.1	B		0.63	13.1	B		0.74	21.4	C	
		SB	LT	0.54	8.9	A		0.65	10.2	B		0.52	8.6	A		0.76	13.0	B	
		INT =			29.6	C			16.8	B			16.9	B			17.7	B	
37	Vernon Blvd &	EB	L	0.47	41.6	D		0.31	35.6	D		0.36	37.4	D		0.33	35.9	D	
	48th Ave	EB	R	0.24	33.4	C		0.13	30.7	C		0.12	30.5	C		0.19	31.7	C	
		WB	LT	0.77	54.0	D		0.56	40.3	D		0.74	50.0	D		0.58	40.7	D	
		NB	LT	0.41	22.7	C		0.52	23.6	C		0.48	24.3	C		0.51	26.0	C	
		SB	LT	0.61	7.2	A		0.54	8.7	A		0.57	7.1	A		0.54	7.9	A	
		INT =			25.7	C			21.8	C			24.3	C			22.6	C	
38	Vernon Blvd &	EB	LT	0.15	15.4	B		0.10	14.9	B		0.17	15.6	B		0.16	15.5	B	
	49th Ave	NB	TR	0.43	15.6	B		0.53	16.5	B		0.47	16.5	B		0.48	16.7	B	
		SB	LT	0.80	21.4	C		0.63	11.3	B		0.68	13.8	B		0.66	13.0	B	
		INT =			18.6	B			13.9	B			15.1	B			14.7	B	
39	Vernon Blvd &	EB	LT	0.30	20.6	C		0.22	19.2	B		0.23	19.5	B		0.23	19.4	B	
	50th Ave	NB	T	0.38	5.4	A		0.51	7.2	A		0.43	5.3	A		0.46	5.7	A	
		NB	R	0.08	4.3	A		0.08	5.2	A		0.12	3.9	A		0.06	4.4	A	
		SB	LT	0.65	8.8	A		0.56	4.1	A		0.51	5.1	A		0.55	4.9	A	
		INT =			9.8	A			7.6	A			7.3	A			7.7	A	
40	Vernon Blvd &	WB	LT	0.88	45.8	D		0.89	46.3	D		0.70	31.0	C		0.83	38.4	D	
	51st Ave	NB	LT	0.51	15.2	B		0.54	15.6	B		0.51	12.1	B		0.53	16.7	B	
		SB	TR	0.65	11.8	B		0.49	6.9	A		0.41	6.5	A		0.49	7.4	A	
		INT =			26.6	C			26.3	C			18.0	B			23.0	C	
41	Borden Ave &	EB	LT	0.18	8.4	A		0.20	8.5	A		0.33	9.7	A		0.13	7.9	A	
	21st St	WB	TR	0.78	25.2	C		0.60	20.2	C		0.74	22.9	C		0.65	22.4	C	
		SB	LR	0.19	15.9	B		0.28	17.0	B		0.58	22.6	C		0.15	15.4	B	
		INT =			21.9	C			17.5	B			19.9	B			19.7	B	
43	Borden Ave &	EB	LT	0.20	16.0	B		0.23	15.9	B		0.34	19.2	B		0.10	17.0	B	
	25th St	WB	TR	0.71	16.3	B		0.62	13.9	B		0.84	22.0	C		0.66	14.5	B	
		SB	LR	0.19	15.8	B		0.20	15.9	B		0.24	16.4	B		0.10	14.9	B	
		INT =			16.2	B			14.6	B			20.7	C			14.8	B	

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	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
45	Borden Ave &	EB	LT	0.85	43.6	D	0.59	28.7	C	0.62	29.9	C	0.71	32.8	C
	Vernon Blvd	WB	T	0.35	24.3	C	0.42	26.5	C	0.56	30.9	C	0.47	26.6	C
		WB	R	0.73	34.0	C	0.85	43.0	D	1.03	75.7	E *	0.66	30.4	C
		SB	L	0.90	39.5	D *	0.85	35.4	D	0.69	26.3	C	0.79	30.6	C
		SB	R	0.08	12.4	B	0.06	14.1	B	0.04	12.9	B	0.09	13.8	B
		INT =			37.4	D		35.1	D		45.8	D		30.1	C
46	Van Dam St &	EB	LT	0.39	28.9	C	0.38	24.0	C	0.55	30.6	C	0.25	26.9	C
	Borden Ave EB	NB	TR	0.35	37.8	D	0.26	26.2	C	0.29	36.6	D	0.14	34.6	C
		SB	L	0.66	5.3	A	0.53	2.4	A	0.55	4.1	A	0.64	2.8	A
		SB	LT	0.49	1.0	A	0.47	0.9	A	0.42	0.9	A	0.53	0.5	A
		INT =			13.5	B		10.4	B		16.9	B		8.2	A
47	Van Dam St &	EB	LT	0.28	37.5	D	0.44	27.5	C	0.57	43.9	D	0.27	36.9	D
	Hunters Point Ave	WB	LT	1.05	106.6	F *	0.71	37.0	D	0.81	59.3	E *	0.74	53.1	D
		NB	LT	0.94	30.6	C *	0.86	18.5	B	0.81	19.2	B	0.72	12.7	B
		SB	LT	0.55	3.7	A	0.72	10.1	B	0.50	2.9	A	0.72	16.2	B
		INT =			32.0	C		18.6	B		21.2	C		19.8	B
48	Van Dam St &	EB	T	1.01	97.9	F *	0.71	33.0	C	0.73	12.1	B	0.66	31.2	C
	Queens Blvd	EB	R	0.31	0.5	A	0.31	0.8	A	0.33	0.5	A	0.29	0.6	A
		WB	TR	0.27	9.4	A	0.20	8.7	A	0.19	7.7	A	0.22	8.8	A
		NB	L	0.96	27.8	C *	0.89	18.0	B	0.71	21.8	C	0.97	23.7	C *
		NB	LT	0.94	26.5	C *	0.88	17.7	B	0.70	21.5	C	0.97	24.1	C *
		INT =			42.9	D		18.7	B		11.0	B		19.7	B
49	Van Dam St &	EB	T	0.10	13.7	B	0.38	11.2	B	0.51	12.7	B	0.35	20.0	B
	Thomson Ave	EB	R	0.19	11.2	B	0.44	3.9	A	0.41	5.2	A	0.53	20.0	B
		NB	L	1.04	111.6	F *	1.02	90.7	F *	1.02	110.8	F *	1.07	103.1	F *
		NB	TR	1.05	114.4	F *	1.05	98.3	F *	0.92	84.9	F *	1.05	94.8	F *
		SB	T	1.05	120.7	F *	0.72	47.7	D	0.73	47.4	D	0.75	48.9	D
		SB	R	0.06	59.6	E *	0.07	34.8	C	0.05	31.3	C	0.02	34.7	C
		SWB	R	0.77	49.4	D	0.39	46.0	D	0.34	48.4	D	0.27	44.1	D
		INT =			82.7	F		52.4	D		43.2	D		57.3	E
50	21st St &	NB	TR	0.30	9.0	A	0.30	10.2	B	0.40	18.3	B	0.27	11.1	B
	Queensboro Bridge Off-Ramp	SB	LT	0.56	6.2	A	0.29	29.3	C	0.39	31.5	C	0.35	25.5	C
		WB	LR				0.57	22.4	C	0.90	43.0	D *	0.72	27.3	C
		INT =			7.4	A		20.9	C		32.0	C		22.7	C
51	21st St &	WB	LT	0.77	56.2	E *	0.59	48.9	D	0.77	59.2	E *	1.02	99.5	F *
	Queens Plaza N	NB	LT	0.34	6.9	A	0.39	10.4	B	0.56	8.4	A	0.44	9.7	A
		SB	TR	0.55	10.0	A	0.35	6.8	A	0.43	8.3	A	0.40	7.5	A
		EB	LT							0.59	50.1	D			
		INT =			17.3	B		14.3	B		16.9	B		27.0	C
55	21st St &	EB	LT	0.49	37.7	D	0.43	41.2	D	0.84	67.8	E *	0.36	39.5	D
	Queens Plaza S	NB	LT	0.25	7.9	A	0.39	7.6	A	0.59	17.4	B	0.46	10.9	B
		SB	LT	0.55	7.7	A	0.43	4.7	A	0.68	9.1	A	0.47	8.7	A
		INT =			12.4	B		10.5	B		20.8	C		12.7	B
56	Queens Plaza S &	EB	T	0.50	55.3	E *	0.52	48.0	D	0.86	73.6	E *	0.48	47.0	D
	Jackson Ave	EB	R	0.13	48.9	D	0.22	43.0	D	0.24	51.2	D	0.22	42.9	D
		WB	LT	0.31	40.8	D	0.22	32.6	C	0.15	38.1	D	0.21	32.5	C
		NB	LT	0.78	49.6	D	0.74	34.3	C	0.82	20.3	C	1.05	79.6	E *
		SB	T	0.77	41.0	D	0.80	48.7	D	0.87	46.9	D	0.75	46.2	D
		SB	R	0.12	26.0	C	0.39	39.7	D	0.27	29.3	C	0.34	37.8	D
		SEB	R2	0.67	40.3	D	0.58	43.5	D	0.46	33.3	C	0.48	39.7	D
		INT =			45.1	D		41.8	D		40.7	D		57.5	E
57	Vernon Blvd &	WB	L	0.06	16.7	B	0.06	16.7	B	0.04	16.5	B	0.05	16.6	B
	Queens Plaza S	WB	R	0.27	19.5	B	0.42	21.9	C	0.59	25.8	C	0.37	20.8	C
		NB	TR	0.52	8.1	A	0.54	8.1	A	0.59	8.5	A	0.38	4.9	A
		SB	L	0.47	11.4	B	0.29	8.6	A	0.41	11.0	B	0.32	8.6	A
		SB	T	0.60	11.7	B	0.42	8.9	A	0.45	9.2	A	0.42	8.9	A
		INT =			11.1	B		10.4	B		12.0	B		9.2	A
58	Thomson Ave &	EB	LT	0.17	16.6	B	0.11	16.0	B	0.22	17.1	B	0.12	16.0	B
	44th Dr	WB	T	0.24	17.2	B	0.20	16.8	B	0.33	18.2	B	0.15	16.3	B
		WB	R	0.25	18.0	B	0.21	17.4	B	0.34	19.4	B	0.16	16.8	B
		SB	LR	0.25	21.1	C	0.21	20.6	C	0.25	21.0	C	0.15	20.0	B
		INT =			18.5	B		18.1	B		18.8	B		17.5	B
59	Thomson Ave &	EB	T				0.31	30.5	C	0.55	47.7	D	0.27	42.1	D
	Queensboro Bridge Off-Ramp	WB	T	Analyzed as unsignalized intersection			0.29	29.7	C	0.63	56.2	E *	0.24	30.5	C
		SB	LR				0.91	37.2	D *	1.05	66.6	E *	1.05	66.6	E *
		INT =						34.3	C		59.9	E		58.1	E
61	Skillman Ave &	EB	TR	0.19	17.5	B	0.50	17.7	B	0.72	22.9	C	0.62	29.1	C
	Thomson Ave	WB	LT	0.71	19.1	B	0.38	6.4	A	0.53	14.5	B	0.34	16.4	B
		NB	L	1.05	100.2	F *	0.90	59.9	E *	0.67	47.5	D	0.69	49.1	D
		NB	TR	0.29	33.3	C	0.37	28.7	C	0.37	39.0	D	0.29	37.1	D
		SB	T	1.05	137.4	F *	0.50	47.9	D	0.32	58.2	E *	0.21	55.8	E *
		SB	R	0.84	82.8	F *	0.39	45.7	D	0.34	60.1	E *	0.48	64.6	E *
		INT =			45.1	D		23.4	C		24.6	C		29.7	C

Table G-1

LIC Rezoning Existing Traffic Conditions LOS Table

				Weekday AM			Weekday Midday			Weekday PM			Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
62	Jackson Ave &	WB	L	0.68	53.4	D	0.44	43.4	D	0.92	74.2	E *	0.39	41.4	D
	Thomson Ave	WB	R	0.07	34.9	C	0.08	35.8	D	0.11	32.5	C	0.08	35.7	D
		NB	TR	0.22	11.0	B	0.26	12.2	B	0.35	14.1	B	0.25	12.0	B
		SB	L	0.12	5.5	A	0.05	5.6	A	0.10	7.9	A	0.10	5.1	A
		SB	T	0.32	5.8	A	0.23	6.1	A	0.19	8.7	A	0.00	0.0	A
		INT =			15.9	B		14.3	B		28.0	C		13.3	B
63	Van Dam St &	WB	TR	0.88	35.5	D	0.95	26.2	C *	0.73	28.9	C	1.01	29.8	C *
	Borden Ave WB	NB	LT	0.27	5.7	A	0.18	1.4	A	0.19	1.7	A	0.09	0.3	A
		SB	TR	0.87	40.0	D	0.85	26.2	C	0.70	32.1	C	0.93	32.4	C *
		INT =			34.5	C		24.3	C		27.6	C		29.7	C
64	Van Dam St &	WB	R	1.05	100.4	F *	0.96	71.8	E *	0.83	57.5	E *	0.73	50.5	D
	Gale Avenue	NB	T	0.54	22.9	C	0.59	13.9	B	0.45	23.6	C	0.54	33.3	C
		SB	T	0.50	3.7	A	0.52	5.7	A	0.44	4.3	A	0.56	3.6	A
		INT =			30.4	C		20.8	C		20.9	C		20.0	B

Table G-1

LIC Rezoning Existing Traffic Conditions LOS Table

				Weekday AM			Weekday Midday			Weekday PM			Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Unsignalized Intersections															
2	10th St &	EB	LT		8.4	A		8.1	A		8.0	A		7.7	A
	43rd Ave	WB	TR		8.4	A		8.3	A		8.1	A		7.6	A
		NB	LTR		8.1	A		7.9	A		8.1	A		7.5	A
		INT =			8.3	A		8.1	A		8.1	A		7.6	A
4	12th St &	EB	TR	0.06	0.0	A	0.05	0.0	A	0.07	0.0	A	0.03	0.0	A
	43rd Ave	WB	LT	0.01	0.6	A	0.00	0.3	A	0.02	1.1	A	0.01	0.7	A
		SB	LTR	0.03	11.0	B	0.05	10.4	B	0.08	11.1	B	0.01	10.7	B
		INT =			1.0	A		1.4	A		2.0	A		0.8	A
5	13th St &	EB	LTR	0.00	0.5	A	0.01	1.7	A	0.00	0.3	A	0.00	0.8	A
	43rd Ave	WB	LTR	0.02	1.0	A	0.01	0.8	A	0.00	0.0	A	0.00	0.0	A
		NB	LTR	0.03	11.5	B	0.06	12.0	B	0.04	11.2	B	0.01	9.5	A
		INT =			1.4	A		2.0	A		0.8	A		0.8	A
8	Vernon Blvd &	WB	LR	0.18	13.0	B	0.18	12.2	B	0.23	12.8	B	0.12	10.7	B
	43rd Ave	NB	TR	0.21	0.0	A	0.24	0.0	A	0.24	0.0	A	0.16	0.0	A
		SB	LT	0.11	2.9	A	0.06	2.0	A	0.06	2.0	A	0.06	2.1	A
		INT =			2.9	A		2.4	A		2.7	A		2.3	A
9	10th St &	WB	TR	0.07	10.0	A	0.08	10.0	A	0.09	10.3	B	0.10	13.0	B
	43rd Rd	NB	LT	0.01	1.6	A	0.01	2.2	A	0.01	1.4	A	0.00	0.8	A
		INT =			4.6	A		5.8	A		4.8	A		6.6	A
10	9th St &	WB	LT	0.01	1.6	A	0.01	1.3	A	0.00	0.6	A	0.00	0.9	A
	43rd Rd	SB	LTR	0.08	9.7	A	0.05	9.5	A	0.05	9.8	A	0.03	9.3	A
		INT =			5.9	A		4.0	A		3.4	A		3.8	A
12	10th St &	EB	LT	0.08	10.3	B	0.08	10.1	B	0.06	10.4	B	0.03	9.9	A
	44th Ave	NB	TR	0.07	0.0	A	0.05	0.0	A	0.08	0.0	A	0.04	0.0	A
		INT =			3.4	A		4.1	A		2.5	A		2.0	A
15	9th St &	EB	TR	0.05	0.0	A	0.04	0.0	A	0.03	0.0	A	0.01	0.0	A
	44th Ave	SB	LT	0.05	9.7	A	0.05	9.7	A	0.04	9.5	A	0.02	9.1	A
		INT =			3.1	A		3.7	A		4.0	A		3.9	A
16	Vernon Blvd &	NB	TR	0.20	0.0	A	0.21	0.0	A	0.21	0.0	A	0.15	0.0	A
	44th Ave	SB	LT	0.02	0.7	A	0.02	0.5	A	0.01	0.4	A	0.00	0.2	A
		INT =			0.4	A		0.3	A		0.2	A		0.1	A
17	10th St &	EB	LT	0.01	1.5	A	0.01	1.0	A	0.00	0.6	A	0.00	1.3	A
	44th Dr	WB	TR	0.11	0.0	A	0.09	0.0	A	0.09	0.0	A	0.06	0.0	A
		NB	LTR	0.21	12.0	B	0.18	11.3	B	0.19	11.6	B	0.14	10.2	B
		INT =			4.5	A		3.9	A		4.3	A		4.9	A
21	5th St &	EB	TR	0.02	0.0	A	0.03	0.0	A	0.02	0.0	A	0.01	0.0	A
	44th Dr	WB	LT	0.00	1.1	A	0.01	2.9	A	0.01	2.2	A	0.00	2.4	A
		NB	LR	0.00	0.0	A	0.00	0.0	A	0.01	9.3	A	0.00	0.0	A
		INT =			0.6	A		1.0	A		1.7	A		1.5	A
24	10th St &	WB	TR		7.9	A		7.8	A		7.8	A		7.2	A
	44th Rd	NB	LT		7.9	A		7.9	A		8.0	A		7.4	A
		INT =			7.9	A		7.8	A		7.9	A		7.3	A
27	Vernon Blvd &	EB	LR	0.03	13.8	B	0.03	13.1	B	0.03	12.2	B	0.01	10.4	B
	45th Ave (EB)	NB	T	0.13	0.0	A	0.16	0.0	A	0.17	0.0	A	0.12	0.0	A
		SB	T	0.27	0.0	A	0.26	0.0	A	0.27	0.0	A	0.24	0.0	A
		INT =			0.2	A		0.2	A		0.3	A		0.1	A
28	Vernon Blvd &	WB	LR	0.14	13.1	B	0.17	14.2	B	0.13	14.5	B	0.12	13.3	B
	45th Ave (WB)	SB	LT	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		INT =			13.1	B		14.2	B		14.5	B		13.3	B
29	Vernon Blvd &	NB	TR	0.19	0.0	A	0.21	0.0	A	0.23	0.0	A	0.17	0.0	A
	45th Rd	SB	LT	0.08	2.3	A	0.08	2.3	A	0.06	1.7	A	0.04	1.2	A
		INT =			1.4	A		1.3	A		0.9	A		0.7	A
42	Borden Ave &	EB	LT	0.01	0.5	A	0.01	0.9	A	0.01	0.3	A	0.01	0.6	A
	23rd St	NB	TR	0.30	0.0	A	0.28	0.0	A	0.39	0.0	A	0.33	0.0	A
		SB	LR	0.11	12.8	B	0.06	12.7	B	0.09	16.0	C	0.03	11.6	B
		INT =			1.1	A		0.9	A		0.6	A		0.4	A
44	Borden Ave &	EB	LT	0.04	2.1	A	0.03	1.4	A	0.07	1.9	A	0.01	1.1	A
	27th St	WB	TR	0.49	0.0	A	0.44	0.0	A	0.61	0.0	A	0.36	0.0	A
		SB	LR	0.40	26.2	D	0.39	20.2	C	0.62	44.9	E *	0.38	16.3	C
		INT =			2.9	A		3.1	A		4.5	A		3.6	A
52	10th St &	EB	L	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
	Queens Plaza S	EB	T	0.10	0.0	A	0.07	0.0	A	0.06	0.0	A	0.07	0.0	A
		WB	T	0.04	0.0	A	0.07	0.0	A	0.10	0.0	A	0.06	0.0	A
		WB	R	0.02	0.0	A	0.03	0.0	A	0.05	0.0	A	0.03	0.0	A
		NB	LTR	0.10	10.4	B	0.06	9.9	A	0.12	10.2	B	0.06	9.6	A
		SB	LR	0.03	10.8	B	0.01	11.3	B	0.00	0.0	A	0.00	0.0	A
		INT =			2.1	A		1.4	A		1.8	A		1.3	A

Table G-1

LIC Rezoning Existing Traffic Conditions LOS Table

				Weekday AM			Weekday Midday			Weekday PM			Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
53	11th St &	EB	LT		11.5	B		9.2	A		10.4	B		8.9	A
	Queens Plaza S	EB	TR		8.6	A		7.6	A		9.6	A		7.6	A
		WB	LT		9.7	A		9.1	A		12.8	B		9.8	A
		WB	TR		8.1	A		7.7	A		9.2	A		7.7	A
		NB	LTR		12.1	B		10.2	B		13.7	B		10.6	B
		SB	LTR								10.2				
		INT =			10.9	B		9.2	A		11.7	B		9.5	A
54	13th St &	EB	T	0.12	0.0	A	0.08	0.0	A	0.14	0.0	A	0.08	0.0	A
	Queens Plaza S	WB	T	0.07	0.0	A	0.11	0.0	A	0.18	0.0	A	0.12	0.0	A
		NB	LR	0.05	10.7	B	0.06	10.5	B	0.10	12.7	B	0.03	13.1	B
		INT =			0.9	A		1.2	A		1.1	A		0.4	A
59	Thomson Ave &	EB	LT	0.00	0.0	A									
	Queensboro Bridge Off-Ramp	EB	T	0.16	0.0	A	Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection		
		WB	T	0.16	0.0	A									
		WB	TR	0.51	0.0	A									
		INT =			0.0	A									
60	Thomson Ave &	EB	T	0.12	0.0	A	0.33	0.0	A	0.48	0.0	A	0.40	0.0	A
	Queensboro Bridge On-Ramp	EB	T	0.12	0.0	A	0.33	0.0	A	0.48	0.0	A	0.40	0.0	A
		WB	T	0.41	0.0	A	0.11	0.0	A	0.19	0.0	A	0.09	0.0	A
		WB	TR	0.41	0.0	A	0.23	0.0	A	0.25	0.0	A	0.25	0.0	A
		WB	R	0.41	0.0	A	0.34	0.0	A	0.31	0.0	A	0.41	0.0	A
		INT =			0.0	A		0.0	A		0.0	A		0.0	A

Notes:

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

L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume-to-capacity ratio

Sec/veh - seconds per vehicle

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

Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

Table G-2

LIC Rezoning No-Action Traffic Conditions LOS Table

				Existing Weekday AM			No-Action Weekday AM			Existing Weekday Midday			No-Action Weekday Midday			Existing Weekday PM			No-Action Weekday PM			Existing Saturday			No-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Signalized Intersections																											
1	21st St &	EB	LT	0.64	55.1	E *	0.96	110.4	F *	0.45	45.1	D	0.73	70.1	E *	0.49	47.9	D	0.77	75.1	E *	0.39	43.0	D	0.63	60.2	E *
	41st Ave	NB	LT	0.53	10.2	B	0.62	13.1	B	0.74	13.9	B	0.85	18.2	B	1.02	47.8	D *	1.15	86.0	F *	0.75	13.8	B	0.85	11.6	B
		NB	R	0.12	6.6	A	1.30	159.1	F *	0.12	4.6	A	0.68	14.8	B	0.23	6.7	A	0.96	30.2	C *	0.11	4.2	A	0.54	7.4	A
		SB	L	0.24	11.8	B	0.39	11.2	B	0.34	14.5	B	0.41	15.5	B	0.55	26.7	C	0.67	41.2	D	0.42	16.8	B	0.46	17.5	B
		SB	T	1.05	66.3	E *	1.05	62.5	E *	0.74	23.1	C	0.79	21.6	C	0.82	27.5	C	0.88	27.6	C	0.83	28.3	C	0.87	27.5	C
		SB	R	0.09	9.6	A	0.13	7.3	A	0.09	10.0	A	0.12	7.7	A	0.09	9.6	A	0.15	7.4	A	0.09	9.9	A	0.12	7.7	A
		INT =			44.0	D		69.7	E		19.2	B		22.1	C		35.5	D		54.1	D		21.1	C		20.6	C
3	11th St &	EB	LT	0.41	25.6	C	0.44	26.1	C	0.33	24.1	C	0.36	24.7	C	0.31	23.5	C	0.33	23.9	C	0.26	22.6	C	0.28	22.9	C
	43rd Ave	WB	LT	0.45	26.5	C	0.48	27.3	C	0.54	29.0	C	0.58	30.8	C	0.56	29.7	C	0.71	36.9	D	0.32	24.0	C	0.34	24.4	C
		NB	LT	0.49	5.8	A	0.56	7.0	A	0.39	5.9	A	0.44	6.9	A	0.58	6.7	A	0.64	8.1	A	0.45	5.3	A	0.51	6.7	A
		SB	LT	0.16	10.7	B	0.17	10.8	B	0.17	10.8	B	0.17	10.9	B	0.31	12.3	B	0.29	12.1	B	0.21	11.1	B	0.21	11.2	B
		INT =			14.9	B		15.4	B		16.5	B		17.3	B		15.2	B		17.8	B		12.5	B		13.1	B
6	21st St &	EB	LT	0.33	34.7	C	0.39	36.4	D	0.19	31.5	C	0.20	31.8	C	0.35	34.4	C	0.40	35.8	D	0.14	30.6	C	0.15	30.8	C
	43rd Ave	WB	LT	0.60	41.4	D	0.95	77.1	E *	0.36	34.7	C	0.61	43.0	D	0.55	39.8	D	1.12	127.8	F *	0.26	32.5	C	0.52	39.5	D
		NB	LT	0.53	12.9	B	0.76	22.5	C	0.47	20.0	B	0.65	24.1	C	0.49	16.2	B	0.62	17.4	B	0.35	17.8	B	0.46	18.8	B
		SB	LT	0.30	4.4	A	0.40	4.2	A	0.35	6.7	A	0.48	8.8	A	0.46	12.6	B	0.69	20.4	C	0.43	8.2	A	0.58	11.1	B
		INT =			17.8	B		29.0	C		16.9	B		20.9	C		20.3	C		40.4	D		14.6	B		17.8	B
7	Purves St/43rd Ave &	EB	L	0.36	21.0	C	0.48	20.0	B	0.42	21.4	C	0.50	23.3	C	0.31	18.2	B	0.48	27.3	C	0.44	22.2	C	0.59	27.7	C
	Jackson Ave	EB	TR	0.20	16.2	B	0.34	12.4	B	0.28	16.2	B	0.33	15.3	B	0.28	15.5	B	0.35	20.3	C	0.27	15.8	B	0.33	14.1	B
		WB	LT	0.56	24.1	C	0.71	28.6	C	0.48	22.5	C	0.61	25.4	C	0.36	20.3	C	0.55	23.8	C	0.49	22.6	C	0.62	25.5	C
		NB	LT	0.07	41.1	D	0.09	41.5	D	0.26	44.8	D	0.28	45.7	D	0.13	42.1	D	0.16	42.7	D	0.39	48.7	D	0.43	50.5	D
		SB	LT	0.89	83.7	F *	1.45	279.8	F *	0.77	67.1	E *	0.96	99.6	F *	0.99	105.2	F *	1.39	252.7	F *	0.55	51.0	D	0.74	63.2	E *
		INT =			32.7	C		62.6	E		27.7	C		32.9	C		35.1	D		62.2	E		25.3	C		27.8	C
11	Vernon Blvd &	WB	LR	0.24	17.5	B	0.24	17.6	B	0.24	17.3	B	0.25	17.6	B	0.23	17.1	B	0.25	17.5	B	0.22	17.6	B	0.24	18.1	B
	43rd Rd	NB	T	0.43	16.1	B	0.47	16.7	B	0.43	17.2	B	0.49	19.1	B	0.42	17.1	B	0.50	19.6	B	0.30	14.1	B	0.34	16.5	B
		SB	T	0.57	14.1	B	0.61	14.6	B	0.43	9.9	A	0.47	10.1	B	0.42	10.5	B	0.48	10.6	B	0.38	9.5	A	0.42	9.6	A
		INT =			15.2	B		15.6	B		13.9	B		14.8	B		14.1	B		15.2	B		12.0	B		13.0	B
13	11th St &	EB	LT	0.22	25.0	C	0.31	26.6	C	0.22	24.9	C	0.26	25.7	C	0.17	24.2	C	0.21	24.9	C	0.09	23.1	C	0.15	23.8	C
	44th Ave	NB	TR	0.53	13.4	B	0.58	14.5	B	0.39	11.3	B	0.42	11.8	B	0.54	13.7	B	0.57	14.3	B	0.44	11.9	B	0.47	12.4	B
		SB	LT	0.30	4.3	A	0.32	4.3	A	0.34	4.4	A	0.36	4.4	A	0.48	7.4	A	0.51	7.0	A	0.36	6.6	A	0.38	6.7	A
		INT =			11.8	B		13.1	B		10.1	B		10.6	B		11.7	B		12.0	B		10.3	B		10.9	B
14	21st St &	EB	LT	0.24	15.8	B	0.31	16.8	B	0.17	15.1	B	0.19	15.3	B	0.18	15.1	B	0.22	15.7	B	0.14	14.7	B	0.15	14.8	B
	44th Ave	NB	TR	0.58	5.8	A	0.83	12.0	B	0.49	6.1	A	0.67	9.3	A	0.53	16.1	B	0.67	15.0	B	0.37	4.7	A	0.49	7.3	A
		SB	LT	0.54	16.2	B	0.73	19.4	B	0.51	14.6	B	0.73	21.4	C	0.66	11.4	B	0.97	36.0	D *	0.61	20.5	C	0.83	30.5	C
		INT =			11.4	B		15.6	B		10.9	B		15.7	B		13.6	B		26.5	C		14.7	B		21.6	C
18	11th St &	EB	L	0.08	27.8	C	0.12	29.4	C	0.08	27.8	C	0.13	29.6	C	0.07	27.6	C	0.12	29.5	C	0.03	26.9	C	0.07	28.2	C
	44th Dr	EB	TR	0.39	32.9	C	0.44	34.9	C	0.46	34.7	C	0.55	38.0	D	0.44	34.1	C	0.55	38.3	D	0.29	30.6	C	0.35	32.0	C
		WB	L	0.29	32.3	C	0.76	68.7	E *	0.37	34.8	C	0.71	60.8	E *	0.39	35.1	D	0.82	76.3	E *	0.32	33.0	C	0.70	60.5	E *
		WB	TR	0.55	38.4	D	0.68	45.4	D	0.39	33.0	C	0.56	38.4	D	0.42	33.8	C	0.61	40.5	D	0.27	30.5	C	0.47	34.9	C
		NB	LT	0.54	10.8	B	0.60	12.1	B	0.45	9.5	A	0.50	10.4	B	0.54	10.7	B	0.59	11.9	B	0.43	9.0	A	0.47	9.6	A
		NB	R	0.09	5.9	A	0.13	6.2	A	0.09	5.9	A	0.12	6.2	A	0.11	6.0	A	0.17	6.4	A	0.08	5.9	A	0.14	6.3	A
		SB	LT	0.44	15.4	B	0.47	16.0	B	0.53	17.2	B	0.58	18.3	B	0.65	20.1	C	0.70	21.9	C	0.44	15.1	B	0.46	15.5	B
		INT =			18.6	B		23.2	C		19.0	B		23.0	C		19.3	B		24.6	C		16.1	B		19.6	B
19	21st St &	EB	L	0.32	19.4	B	0.44	24.7	C	0.30	19.0	B	0.41	23.8	C	0.22	17.2	B	0.31	20.3	C	0.16	16.0	B	0.27	19.3	B
	44th Dr	EB	TR	0.30	17.7	B	0.37	18.9	B	0.32	17.6	B	0.39	18.7	B	0.34	17.9	B	0.43	19.3	B	0.25	16.7	B	0.35	18.0	B
		WB	L	0.19	11.1	B	0.38	16.4	B	0.18	8.0	A	0.23	8.1	A	0.22	12.0	B	0.38	16.7	B	0.14	6.7	A	0.17	7.5	A
		WB	TR	0.57	14.2	B	0.66	17.9	B	0.42	9.4	A	0.60	12.1	B	0.46	15.1	B	0.60	18.8	B	0.27	7.4	A	0.40	9.2	A
		NB	LT	0.59	14.0	B	0.97	43.3	D *	0.46	11.2	B	0.79	20.7	C	0.53	12.3	B	0.99	47.7	D *	0.38	10.2	B	0.73	17.9	B
		SB	LT	0.56	20.6	C	0.81	25.5	C	0.58	8.0	A	0.87	19.4	B	0.66	4.8	A	1.07	51.3	D *	0.63	9.2	A	0.91	21.8	C *
		INT =			16.9	B		30.5	C		10.9	B		18.9	B		10.5	B		42.2	D		10.3	B		18.9	B
20	23rd St &	EB	LT	0.46	18.6	B	0.92	48.6	D *	0.50	22.5	C	0.98	64.8	E *	0.62	22.9	C	1.58	295.9	F *	0.41	18.9	B	1.13	111.4	F *
	44th Dr	WB	L	0.09	20.1	C	0.14	19.4	B	0.15	19.6	B	0.20	19.7	B	0.11	23.3	C	0.16	24.0	C	0.13	19.2	B	0.16	19.0	B
		WB	TR	0.63	32.9	C	0.68	34.4	C	0.62	30.0	C	0.75	37.7	D	0.74	47.0	D	0.89	64.2	E *	0.41	23.6	C	0.51	25.8	C
		NB	TR	0.35	16.2	B	0.40	17.3	B	0.45	17.6	B	0.52	19.3	B	0.43	17.2	B	0.53	19.3	B	0.32	15.2	B	0.40	16.4	B
		SB	LT	0.51	19.0	B	0.80	31.4	C	0.68	24.4	C	0.81	32.4	C	0.64	22.4	C	0.93	48.2	D *	0.44	17.4	B	0.57	20.2	C
		INT =			22.6	C		33.5	C		23.6	C		38.0	D		27.8	C		112.0	F		18.6	B		47.8	D
22	44th Dr &	EB	L	0.07	8.9	A	0.08	9.0	A	0.10	8.2	A	0.17	8.8	A	0.06	9.4	A	0.11	9.4	A	0.07	8.0	A	0.11	8.4	A
	Jackson Ave	EB	TR	0.19	10.3	B	0.49	17.5	B	0.25	9.5	A	0.42	11.5	B	0.27	11.8	B	0.62	15.3	B	0.25	9.5	A	0.41	11.6	B
		WB	L	0.31	11.9	B	0.60	15.8	B	0.22	9.9	A	0.34	10.2	B	0.21	13.5	B	0.39	14.2	B	0.18	9.2	A	0.33	9.7	A
		WB	TR	0.44	15.0	B	0.51	13.8	B	0.34	12.6	B	0.41	11.8	B	0.28	18.3	B	0.39	15.0	B	0.34	12.1	B	0.40	11.3	B
		NB	LT	0.41	39.8	D	0.43	40.3	D	0.26	36.4	D	0.27	36.7	D	0.38	38.7	D	0.39	38.8	D	0.19	35.2	D	0.20	35.4	D
		NB	R	0.33	38.5	D	0.31	38.2	D	0.40	40.2	D	0.38	40.1	D	0.40	39.7	D	0.42	40.8	D	0.33	38.3	D	0.28	37.6	D
		SB	T	0.34	39.7	D	0.44	39.3	D	0.33	38.7	D	0.40	37.6	D	0.42	34.7	C	0.53	33.9	C	0.29	37.4	D	0.37	36.0	D
		INT =			21.6	C		21.5	C		20.0	B		18.6	B		23.6	C		21.5	C		18.3	B		16.9	B

Table G-2

LIC Rezoning No-Action Traffic Conditions LOS Table

				Existing Weekday AM			No-Action Weekday AM			Existing Weekday Midday			No-Action Weekday Midday			Existing Weekday PM			No-Action Weekday PM			Existing Saturday			No-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
23	Vernon Blvd &	EB	L	0.03	15.7	B	0.04	16.2	B	0.04	15.9	B	0.08	16.6	B	0.04	15.8	B	0.08	16.7	B	0.00	0.0	A	0.00	0.0	A
	44th Dr	EB	TR	0.09	16.3	B	0.11	16.6	B	0.10	16.4	B	0.13	16.9	B	0.08	16.1	B	0.10	16.5	B	0.03	15.7	B	0.04	15.8	B
		WB	L	0.20	17.8	B	0.43	26.0	C	0.22	18.1	B	0.46	25.3	C	0.15	17.1	B	0.35	22.5	C	0.16	17.2	B	0.42	24.6	C
		WB	TR	0.44	22.9	C	0.84	60.6	E *	0.29	19.3	B	0.71	42.0	D	0.21	17.9	B	0.69	41.0	D	0.13	16.9	B	0.59	34.4	C
		NB	LT	0.28	8.1	A	0.42	9.8	A	0.33	8.6	A	0.43	9.8	A	0.38	9.1	A	0.51	10.8	B	0.25	7.7	A	0.33	8.5	A
		SB	LT	0.64	9.0	A	0.79	13.2	B	0.60	9.4	A	0.70	10.7	B	0.60	9.2	A	0.73	11.1	B	0.45	8.1	A	0.54	8.2	A
		INT =			11.4	B		18.5	B		11.1	B		15.2	B		10.5	B		14.6	B		9.4	A		12.1	B
25	21st St &	WB	LT	0.24	16.6	B	0.49	21.1	C	0.19	15.9	B	0.26	17.0	B	0.20	15.9	B	0.30	17.4	B	0.10	14.9	B	0.19	15.9	B
	44th Rd	NB	LT	0.60	10.8	B	0.79	10.9	B	0.48	7.9	A	0.64	10.0	A	0.48	9.3	A	0.63	13.5	B	0.37	7.0	A	0.48	8.1	A
		SB	TR	0.51	8.8	A	0.68	11.7	B	0.49	8.8	A	0.69	9.6	A	0.57	2.7	A	0.84	4.0	A	0.56	9.2	A	0.75	9.7	A
		INT =			10.5	B		12.7	B		9.0	A		10.3	B		6.5	A		8.7	A		8.8	A		9.6	A
26	Vernon Blvd &	WB	LR	0.33	19.9	B	0.67	36.9	D	0.30	19.3	B	0.44	23.7	C	0.22	17.9	B	0.31	19.9	B	0.13	16.7	B	0.20	17.9	B
	44th Rd	NB	T	0.39	7.4	A	0.46	7.1	A	0.42	7.3	A	0.54	8.0	A	0.42	6.4	A	0.58	7.7	A	0.29	5.6	A	0.40	6.2	A
		SB	T	0.53	16.6	B	0.65	19.2	B	0.49	13.1	B	0.57	15.5	B	0.50	13.6	B	0.59	16.4	B	0.40	11.5	B	0.48	13.5	B
		INT =			13.6	B		17.1	B		11.5	B		13.1	B		11.0	B		12.7	B		9.7	A		10.7	B
30	Vernon Blvd &	WB	LT	0.23	16.2	B	0.36	18.2	B	0.21	16.0	B	0.35	18.2	B	0.18	15.7	B	0.34	17.8	B	0.16	15.4	B	0.28	16.9	B
	46th Ave	NB	LT	0.59	14.6	B	0.86	28.8	C	0.58	14.0	B	0.75	16.5	B	0.61	16.1	B	0.80	19.8	B	0.47	14.4	B	0.61	15.1	B
		SB	TR	0.72	28.1	C	0.96	51.9	D *	0.63	23.6	C	0.79	30.9	C	0.62	23.5	C	0.78	30.2	C	0.54	21.2	C	0.69	26.0	C
		INT =			21.1	C		37.7	D		18.7	B		23.2	C		19.3	B		23.8	C		17.7	B		20.3	C
31	Vernon Blvd &	EB	LT	0.16	15.6	B	0.17	15.7	B	0.10	14.9	B	0.11	14.9	B	0.13	15.1	B	0.13	15.2	B	0.16	15.4	B	0.16	15.5	B
	46th Rd	NB	TR	0.53	10.7	B	0.63	11.4	B	0.58	11.7	B	0.71	13.1	B	0.54	11.9	B	0.71	13.4	B	0.46	10.3	B	0.59	10.7	B
		SB	LT	0.62	10.5	B	0.89	19.8	B	0.57	8.7	A	0.80	16.1	B	0.63	10.2	B	0.96	34.6	C *	0.47	7.1	A	0.64	10.6	B
		INT =			11.2	B		15.9	B		10.6	B		14.7	B		11.4	B		23.6	C		9.6	A		11.2	B
32	Van Dam St &	EB	LT	0.36	36.3	D	0.37	36.5	D	0.44	28.8	C	0.45	29.0	C	0.75	49.9	D	0.76	50.8	D	0.16	23.9	C	0.16	24.0	C
	47th Ave	WB	LT	1.02	92.6	F *	1.04	99.0	F *	0.67	36.9	D	0.69	37.9	D	0.74	51.5	D	0.76	53.2	D	0.54	31.4	C	0.55	31.7	C
		NB	LT	1.05	53.2	D *	1.27	143.4	F *	0.88	24.6	C	0.95	30.6	C *	0.71	14.4	B	0.83	17.6	B	0.86	21.0	C	0.93	27.8	C *
		SB	LT	0.47	17.8	B	0.52	18.8	B	0.58	18.9	B	0.63	19.8	B	0.48	18.1	B	0.59	20.2	C	0.70	21.2	C	0.74	22.6	C
		INT =			47.5	D		89.3	F		24.4	C		27.4	C		25.9	C		27.3	C		22.2	C		25.8	C
33	Vernon Blvd &	WB	LT	0.17	15.6	B	0.24	16.5	B	0.21	16.0	B	0.26	16.7	B	0.20	15.9	B	0.25	16.6	B	0.22	16.2	B	0.27	16.8	B
	47th Ave	NB	LT	0.55	9.3	A	0.98	41.6	D *	0.58	7.7	A	0.82	17.5	B	0.52	7.8	A	0.71	13.7	B	0.56	8.6	A	0.72	13.8	B
		SB	TR	0.64	12.0	B	0.90	21.8	C *	0.53	8.5	A	0.69	11.0	B	0.57	8.3	A	0.71	9.4	A	0.48	6.8	A	0.61	9.2	A
		INT =			11.3	B		29.3	C		9.3	A		14.8	B		9.2	A		12.2	B		9.3	A		12.5	B
34	Vernon Blvd &	EB	LT	0.22	16.3	B	0.31	17.4	B	0.19	15.8	B	0.32	17.5	B	0.21	16.1	B	0.44	19.4	B	0.26	16.7	B	0.34	17.8	B
	47th Rd	NB	TR	0.50	15.6	B	0.63	19.4	B	0.57	17.6	B	0.69	20.2	C	0.54	15.8	B	0.66	18.6	B	0.51	14.3	B	0.62	17.1	B
		SB	LT	0.56	10.2	B	0.73	11.9	B	0.46	9.4	A	0.59	11.3	B	0.51	9.4	A	0.65	12.1	B	0.44	9.0	A	0.56	11.0	B
		INT =			13.3	B		15.7	B		14.0	B		16.2	B		13.1	B		16.2	B		12.6	B		14.8	B
35	11th St &	WB	LT	0.21	18.1	B	0.22	18.3	B	0.10	14.0	B	0.10	14.1	B	0.09	13.9	B	0.09	14.0	B	0.10	14.1	B	0.10	14.1	B
	48th Ave	NB	L	0.31	30.3	C	0.46	37.0	D	0.31	36.9	D	0.42	42.9	D	0.44	44.7	D	0.67	64.2	E *	0.33	34.5	C	0.42	39.2	D
		NB	T	0.38	24.4	C	0.46	25.7	C	0.35	27.1	C	0.42	28.3	C	0.40	27.9	C	0.47	29.0	C	0.33	26.8	C	0.39	27.6	C
		SB	TR	0.47	33.4	C	0.56	35.2	D	0.61	39.8	D	0.70	42.5	D	0.73	43.4	D	0.88	52.9	D	0.49	37.0	D	0.56	38.4	D
		INT =			27.5	C		29.5	C		32.9	C		35.1	D		35.7	D		42.5	D		30.7	C		32.1	C
36	Van Dam St &	EB	LT	0.37	38.2	D	0.38	38.3	D	0.34	28.3	C	0.35	28.4	C	0.54	42.2	D	0.55	42.5	D	0.07	24.3	C	0.07	24.3	C
	48th Ave	WB	LT	1.05	104.5	F *	1.06	106.1	F *	0.58	34.8	C	0.59	35.2	D	0.48	41.5	D	0.50	42.2	D	0.27	27.1	C	0.28	27.3	C
		NB	LT	0.74	15.8	B	0.87	20.6	C	0.79	17.1	B	0.84	18.5	B	0.63	13.1	B	0.69	15.2	B	0.74	21.4	C	0.78	22.8	C
		SB	LT	0.54	8.9	A	0.60	9.3	A	0.65	10.2	B	0.70	11.4	B	0.52	8.6	A	0.64	9.3	A	0.76	13.0	B	0.80	14.9	B
		INT =			29.6	C		30.5	C		16.8	B		17.8	B		16.9	B		17.5	B		17.7	B		19.2	B
37	Vernon Blvd &	EB	L	0.47	41.6	D	0.50	43.4	D	0.31	35.6	D	0.33	36.3	D	0.36	37.4	D	0.35	37.4	D	0.33	35.9	D	0.35	36.8	D
	48th Ave	EB	R	0.24	33.4	C	0.25	33.7	C	0.13	30.7	C	0.14	30.9	C	0.12	30.5	C	0.13	30.6	C	0.19	31.7	C	0.20	32.0	C
		WB	LT	0.77	54.0	D	0.95	82.2	F *	0.56	40.3	D	0.64	43.7	D	0.74	50.0	D	0.85	62.4	E *	0.58	40.7	D	0.67	45.2	D
		NB	LT	0.41	22.7	C	0.52	20.3	C	0.52	23.6	C	0.68	24.8	C	0.48	24.3	C	0.64	24.1	C	0.51	26.0	C	0.69	26.7	C
		SB	LT	0.61	7.2	A	0.81	12.8	B	0.54	8.7	A	0.72	13.8	B	0.57	7.1	A	0.79	15.9	B	0.54	7.9	A	0.69	10.6	B
		INT =			25.7	C		32.2	C		21.8	C		24.0	C		24.3	C		28.9	C		22.6	C		24.0	C
38	Vernon Blvd &	EB	LT	0.15	15.4	B	0.17	15.7	B	0.10	14.9	B	0.12	15.1	B	0.17	15.6	B	0.18	15.8	B	0.16	15.5	B	0.17	15.6	B
	49th Ave	NB	TR	0.43	15.6	B	0.53	18.0	B	0.53	16.5	B	0.64	19.1	B	0.47	16.5	B	0.58	19.1	B	0.48	16.7	B	0.59	19.1	B
		SB	LT	0.80	21.4	C	1.03	51.5	D *	0.63	11.3	B	0.84	17.9	B	0.68	13.8	B	0.99	39.5	D *	0.66	13.0	B	0.90	25.7	C *
		INT =			18.6	B		35.7	D		13.9	B		18.2	B		15.1	B		29.5	C		14.7	B		22.1	C
39	Vernon Blvd &	EB	LT	0.30	20.6	C	0.32	21.0	C	0.22	19.2	B	0.23	19.4	B	0.23	19.5	B	0.25	19.8	B	0.23	19.4	B	0.26	19.8	B
	50th Ave	NB	T	0.38	5.4	A	0.49	9.6	A	0.51	7.2	A	0.62	10.4	B	0.43	5.3	A	0.54	8.3	A	0.46	5.7	A	0.57	8.9	A
		NB	R	0.08	4.3	A	0.08	9.4	A	0.08	5.2	A	0.08	8.6	A	0.12	3.9	A	0.12	7.1	A	0.06	4.4	A	0.07	8.1	A
		SB	LT	0.65	8.8	A	0.94	20.7	C *	0.56	4.1	A	0.91	16.6	B *	0.51	5.1	A	0.84	8.4	A	0.55	4.9	A	0.83	9.8	A
		INT =			9.8	A		16.8	B		7.6	A		14.2	B		7.3	A		9.6	A		7.7	A		10.8	B
40	Vernon Blvd &	WB	LT	0.88	45.8	D	1.34	196.6	F *	0.89	46.3	D	1.17	124.1	F *	0.70	31.0	C	1.18	125.7	F *	0.83	38.4	D	1.19	131.5	F *
	51st Ave	NB	LT	0.51	15.2	B	0.69	14.6	B	0.54	15.6	B	0.67	14.4	B	0.51	12.1	B	0.63	12.6	B	0.53	16.7	B	0.65	14.5	B
		SB	TR	0.65	11.8	B	0.89	18.8	B	0.49	6.9	A	0.66	8.5	A	0.41	6.5	A	0.62	8.3	A	0.49	7.4	A	0.66	9.4	A
		INT =			26.6	C		96.9	F		26.3	C		60.2	E		18.0	B		61.2	E		23.0	C		64.6	E

Table G-2

LIC Rezoning No-Action Traffic Conditions LOS Table

				Existing Weekday AM			No-Action Weekday AM			Existing Weekday Midday			No-Action Weekday Midday			Existing Weekday PM			No-Action Weekday PM			Existing Saturday			No-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
41	Borden Ave &	EB	LT	0.18	8.4	A	0.22	8.7	A	0.20	8.5	A	0.22	8.7	A	0.33	9.7	A	0.36	9.9	A	0.13	7.9	A	0.14	7.9	A
	21st St	WB	TR	0.78	25.2	C	0.91	32.0	C *	0.60	20.2	C	0.72	20.6	C	0.74	22.9	C	0.89	26.2	C	0.65	22.4	C	0.76	24.1	C
		SB	LR	0.19	15.9	B	0.19	15.9	B	0.28	17.0	B	0.29	17.1	B	0.58	22.6	C	0.59	22.9	C	0.15	15.4	B	0.15	15.4	B
		INT =			21.9	C		27.2	C		17.5	B		18.0	B		19.9	B		22.1	C		19.7	B		21.2	C
43	Borden Ave &	EB	LT	0.20	16.0	B	0.35	17.9	B	0.23	15.9	B	0.43	18.8	B	0.34	19.2	B	1.02	81.8	F *	0.10	17.0	B	0.14	16.6	B
	25th St	WB	TR	0.71	16.3	B	0.87	25.0	C	0.62	13.9	B	0.74	17.4	B	0.84	22.0	C	0.99	42.7	D *	0.66	14.5	B	0.77	18.2	B
		SB	LR	0.19	15.8	B	0.45	20.4	C	0.20	15.9	B	0.37	18.8	B	0.24	16.4	B	0.38	18.5	B	0.10	14.9	B	0.14	15.3	B
		INT =			16.2	B		23.1	C		14.6	B		17.9	B		20.7	C		49.4	D		14.8	B		17.8	B
45	Borden Ave &	EB	LT	0.85	43.6	D	1.74	369.8	F *	0.59	28.7	C	1.10	98.2	F *	0.62	29.9	C	1.47	251.7	F *	0.71	32.8	C	1.43	234.7	F *
	Vernon Blvd	WB	T	0.35	24.3	C	0.46	26.8	C	0.42	26.5	C	0.56	31.3	C	0.56	30.9	C	0.79	46.0	D	0.47	26.6	C	0.62	31.3	C
		WB	R	0.73	34.0	C	1.01	72.0	E *	0.85	43.0	D	1.16	118.9	F *	1.03	75.7	E *	1.33	192.2	F *	0.66	30.4	C	0.87	44.5	D
		SB	L	0.90	39.5	D *	1.33	177.0	F *	0.85	35.4	D	1.07	69.9	E *	0.69	26.3	C	1.03	59.6	E *	0.79	30.6	C	1.01	52.8	D *
		SB	R	0.08	12.4	B	0.40	16.9	B	0.06	14.1	B	0.37	18.5	B	0.04	12.9	B	0.53	22.8	C	0.09	13.8	B	0.59	23.3	C
		INT =			37.4	D		205.9	F		35.1	D		86.2	F		45.8	D		147.6	F		30.1	C		99.7	F
46	Van Dam St &	EB	LT	0.39	28.9	C	0.40	28.8	C	0.38	24.0	C	0.38	24.1	C	0.55	30.6	C	0.56	31.7	C	0.25	26.9	C	0.25	26.6	C
	Borden Ave EB	NB	TR	0.35	37.8	D	0.36	37.9	D	0.26	26.2	C	0.27	26.2	C	0.29	36.6	D	0.30	36.7	D	0.14	34.6	C	0.15	34.7	C
		SB	L	0.66	5.3	A	0.74	6.6	A	0.53	2.4	A	0.57	2.8	A	0.55	4.1	A	0.70	7.0	A	0.64	2.8	A	0.69	3.3	A
		SB	LT	0.49	1.0	A	0.53	0.8	A	0.47	0.9	A	0.50	0.8	A	0.42	0.9	A	0.49	0.9	A	0.53	0.5	A	0.56	0.4	A
		INT =			13.5	B		13.3	B		10.4	B		10.3	B		16.9	B		16.7	B		8.2	A		8.1	A
47	Van Dam St &	EB	LT	0.28	37.5	D	0.29	37.6	D	0.44	27.5	C	0.45	27.7	C	0.57	43.9	D	0.59	44.7	D	0.27	36.9	D	0.28	37.0	D
	Hunters Point Ave	WB	LT	1.05	106.6	F *	1.83	429.6	F *	0.71	37.0	D	0.95	62.0	E *	0.81	59.3	E *	1.18	149.0	F *	0.74	53.1	D	1.05	105.7	F *
		NB	LT	0.94	30.6	C *	1.00	42.4	D *	0.86	18.5	B	0.91	21.9	C *	0.81	19.2	B	0.89	25.4	C	0.72	12.7	B	0.76	14.1	B
		SB	LT	0.55	3.7	A	0.61	3.7	A	0.72	10.1	B	0.78	12.2	B	0.50	2.9	A	0.61	3.3	A	0.72	16.2	B	0.77	17.8	B
		INT =			32.0	C		112.5	F		18.6	B		25.2	C		21.2	C		38.6	D		19.8	B		29.8	C
48	Van Dam St &	EB	T	1.01	97.9	F *	1.11	125.5	F *	0.71	33.0	C	0.76	35.0	C	0.73	12.1	B	0.86	15.5	B	0.66	31.2	C	0.71	32.6	C
	Queens Blvd	EB	R	0.31	0.5	A	0.34	0.5	A	0.31	0.8	A	0.33	0.9	A	0.33	0.5	A	0.39	0.4	A	0.29	0.6	A	0.31	0.7	A
		WB	TR	0.27	9.4	A	0.28	9.5	A	0.20	8.7	A	0.21	8.7	A	0.19	7.7	A	0.20	7.7	A	0.22	8.8	A	0.23	8.9	A
		NB	L	0.96	27.8	C *	1.14	90.3	F *	0.89	18.0	B	0.93	21.1	C *	0.71	21.8	C	0.79	23.4	C	0.97	23.7	C *	1.02	35.9	D *
		NB	LT	0.94	26.5	C *	1.11	77.6	E *	0.88	17.7	B	0.93	20.7	C *	0.70	21.5	C	0.77	23.0	C	0.97	24.1	C *	1.02	35.9	D *
		INT =			42.9	D		66.2	E		18.7	B		20.5	C		11.0	B		12.7	B		19.7	B		23.9	C
49	Van Dam St &	EB	T	0.10	13.7	B	0.12	13.9	B	0.38	11.2	B	0.40	11.2	B	0.51	12.7	B	0.54	19.0	B	0.35	20.0	B	0.36	20.1	C
	Thomson Ave	EB	R	0.19	11.2	B	0.19	11.2	B	0.44	3.9	A	0.45	4.0	A	0.41	5.2	A	0.42	6.1	A	0.53	20.0	B	0.54	20.2	C
		NB	L	1.04	111.6	F *	1.54	307.6	F *	1.02	90.7	F *	1.16	138.8	F *	1.02	110.8	F *	1.38	242.5	F *	1.07	103.1	F *	1.20	151.7	F *
		NB	TR	1.05	114.4	F *	1.23	182.5	F *	1.05	98.3	F *	1.11	117.2	F *	0.92	84.9	F *	1.01	105.4	F *	1.05	94.8	F *	1.11	113.2	F *
		SB	T	1.05	120.7	F *	1.20	171.7	F *	0.72	47.7	D	0.79	50.9	D	0.73	47.4	D	1.01	79.9	E *	0.75	48.9	D	0.83	52.8	D
		SB	R	0.06	59.6	E *	0.06	57.5	E *	0.07	34.8	C	0.07	34.4	C	0.05	31.3	C	0.06	29.4	C	0.02	34.7	C	0.02	34.1	C
		SWB	R	0.77	49.4	D	0.81	51.7	D	0.39	46.0	D	0.44	46.7	D	0.34	48.4	D	0.37	48.9	D	0.27	44.1	D	0.29	44.3	D
		INT =			82.7	F		136.7	F		52.4	D		64.4	E		43.2	D		69.4	E		57.3	E		69.5	E
50	21st St &	NB	TR	0.30	9.0	A	0.44	7.8	A	0.30	10.2	B	0.41	14.3	B	0.40	18.3	B	1.32	182.8	F *	0.27	11.1	B	0.34	11.2	B
	Queensboro Bridge Off-Ramp	SB	LT	0.56	6.2	A	0.72	6.5	A	0.29	29.3	C	0.38	27.7	C	0.39	31.5	C	0.49	20.6	C	0.35	25.5	C	0.43	26.8	C
		WB	LR							0.57	22.4	C	0.66	25.0	C	0.90	43.0	D *	0.47	27.8	C	0.72	27.3	C	0.81	32.3	C
		INT =			7.4	A		7.1	A		20.9	C		22.3	C		32.0	C		94.4	F		22.7	C		24.9	C
51	21st St &	WB	LT	0.77	56.2	E *	2.24	612.5	F *	0.59	48.9	D	1.52	297.8	F *	0.77	59.2	E *	1.92	473.3	F *	1.02	99.5	F *	2.22	607.1	F *
	Queens Plaza N	NB	LT	0.34	6.9	A	0.49	10.9	B	0.39	10.4	B	0.53	11.6	B	0.56	8.4	A	0.80	12.8	B	0.44	9.7	A	0.60	13.0	B
		SB	TR	0.55	10.0	A	0.63	12.2	B	0.35	6.8	A	0.42	8.1	A	0.43	8.3	A	0.52	10.8	B	0.40	7.5	A	0.49	9.1	A
		EB	LT													0.59	50.1	D									
		INT =			17.3	B		175.4	F		14.3	B		71.7	E		16.9	B		110.5	F		27.0	C		169.6	F
53	11th St &	EB	LT				0.48	12.0	B				0.30	20.9	C				0.36	12.8	B				0.25	21.3	C
	Queens Plaza S	WB	LT				0.22	15.3	B				0.26	8.8	A				0.47	15.9	B				0.29	8.5	A
		NB	LT	Analyzed as unsignalized			0.59	18.3	B	Analyzed as unsignalized			0.44	15.5	B	Analyzed as unsignalized			0.58	17.9	B	Analyzed as unsignalized			0.48	15.9	B
		INT =						15.0	B					15.2	B					15.6	B					15.1	B
55	21st St &	EB	LT	0.49	37.7	D	0.76	49.4	D	0.43	41.2	D	0.73	52.0	D	0.84	67.8	E *	1.00	97.2	F *	0.36	39.5	D	0.61	21.3	C
	Queens Plaza S	NB	LT	0.25	7.9	A	0.33	7.9	A	0.39	7.6	A	0.48	5.7	A	0.59	17.4	B	0.90	25.0	C *	0.46	10.9	B	0.54	8.5	A
		SB	LT	0.55	7.7	A	0.75	12.2	B	0.43	4.7	A	0.63	8.3	A	0.68	9.1	A	1.13	42.4	D *	0.47	8.7	A	0.68	15.9	B
		INT =			12.4	B		15.0	B		10.5	B		15.2	B		20.8	C		39.9	D		12.7	B		13.2	B
56	Queens Plaza S &	EB	T	0.50	55.3	E *	0.81	68.2	E *	0.52	48.0	D	0.58	49.4	D	0.86	73.6	E *	1.03	106.6	F *	0.48	47.0	D	0.53	48.3	D
	Jackson Ave	EB	R	0.13	48.9	D	0.16	50.1	D	0.22	43.0	D	0.30	45.7	D	0.24	51.2	D	0.34	55.4	E *	0.22	42.9	D	0.30	45.7	D
		WB	LT	0.31	40.8	D	0.39	42.4	D	0.22	32.6	C	0.28	33.6	C	0.15	38.1	D	0.26	39.9	D	0.21	32.5	C	0.27	33.4	C
		NB	LT	0.78	49.6	D	0.88	59.1	E *	0.74	34.3	C	0.79	36.9	D	0.82	20.3	C	0.92	29.9	C *	1.05	79.6	E *	1.12	102.9	F *
		SB	T	0.77	41.0	D	0.85	45.4	D	0.80	48.7	D	0.85	52.5	D	0.87	46.9	D	1.01	71.1	E *	0.75	46.2	D	1.13	122.4	F *
		SEB	R	0.12	26.0	C	0.12	26.0	C	0.39	39.7	D	0.40	40.0	D	0.27	29.3	C	0.27	29.5	C	0.34	37.8	D	0.35	38.2	D
		SEB	R2	0.67	40.3	D	0.75	44.9	D	0.58	43.5	D	0.66	47.3	D	0.46	33.3	C	0.56	36.6	D	0.48	39.7	D	0.54	41.7	D
		INT =			45.1	D		52.4	D		41.8	D		44.4	D		40.7	D		58.0	E		57.5	E		87.6	F

Table G-2

LIC Rezoning No-Action Traffic Conditions LOS Table

				Existing Weekday AM			No-Action Weekday AM			Existing Weekday Midday			No-Action Weekday Midday			Existing Weekday PM			No-Action Weekday PM			Existing Saturday			No-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
57	Vernon Blvd &	WB	L	0.06	16.7	B	0.14	26.1	C	0.06	16.7	B	0.15	16.9	B	0.04	16.5	B	0.14	22.9	C	0.05	16.6	B	0.12	16.5	B
	Queens Plaza S	WB	R	0.27	19.5	B	0.28	28.9	C	0.42	21.9	C	0.43	21.0	C	0.59	25.8	C	0.60	32.6	C	0.37	20.8	C	0.37	20.2	C
		NB	TR	0.52	8.1	A	0.57	9.5	A	0.54	8.1	A	0.60	9.7	A	0.59	8.5	A	0.67	10.7	B	0.38	4.9	A	0.42	5.4	A
		SB	L	0.47	11.4	B	0.52	12.7	B	0.29	8.6	A	0.32	9.4	A	0.41	11.0	B	0.48	13.3	B	0.32	8.6	A	0.35	9.0	A
		SB	T	0.60	11.7	B	0.61	12.0	B	0.42	8.9	A	0.43	9.0	A	0.45	9.2	A	0.46	9.4	A	0.42	8.9	A	0.43	9.0	A
		INT =			11.1	B		13.0	B		10.4	B		11.2	B		12.0	B		14.5	B		9.2	A		9.5	A
58	Thomson Ave &	EB	LT	0.17	16.6	B				0.11	16.0	B				0.22	17.1	B				0.12	16.0	B			
	44th Dr	WB	T	0.24	17.2	B	0.48	21.2	C	0.20	16.8	B	0.22	17.0	B	0.33	18.2	B	0.53	22.2	C	0.15	16.3	B	0.21	17.2	B
		WB	R	0.25	18.0	B	0.23	17.2	B	0.21	17.4	B	0.23	17.7	B	0.34	19.4	B	0.26	17.6	B	0.16	16.8	B	0.14	16.3	B
		SB	LR	0.25	21.1	C	0.41	23.0	C	0.21	20.6	C	0.33	21.9	C	0.25	21.0	C	0.47	23.9	C	0.15	20.0	B	0.25	21.1	C
		INT =			18.5	B		21.1	C		18.1	B		19.6	B		18.8	B		21.9	C		17.5	B		18.9	B
59	Thomson Ave &	EB	T							0.31	30.5	C	0.31	30.5	C	0.55	47.7	D	0.59	48.9	D	0.27	42.1	D	0.28	42.3	D
	Queensboro Bridge Off-Ramp	WB	T	Analyzed as unsignalized intersection			Analyzed as unsignalized intersection			0.29	29.7	C	0.29	29.7	C	0.63	56.2	E *	0.67	57.6	E *	0.24	30.5	C	0.27	30.7	C
		SB	LR							0.91	37.2	D *	0.91	37.2	D *	1.05	66.6	E *	1.15	105.5	F *	1.05	66.6	E *	1.07	73.4	E *
		INT =									34.3	C		35.9	D		59.9	E		80.4	F		58.1	E		62.7	E
61	Skillman Ave &	EB	TR	0.19	17.5	B	0.21	17.6	B	0.50	17.7	B	0.52	18.2	B	0.72	22.9	C	0.75	23.6	C	0.62	29.1	C	0.64	26.8	C
	Thomson Ave	WB	LT	0.71	19.1	B	0.78	23.4	C	0.38	6.4	A	0.40	6.2	A	0.53	14.5	B	0.57	15.6	B	0.34	16.4	B	0.35	16.5	B
		NB	L	1.05	100.2	F *	1.18	148.3	F *	0.90	59.9	E *	0.93	64.8	E *	0.67	47.5	D	0.68	48.2	D	0.69	49.1	D	0.71	49.8	D
		NB	TR	0.29	33.3	C	0.29	33.5	C	0.37	28.7	C	0.38	28.9	C	0.37	39.0	D	0.38	39.2	D	0.29	37.1	D	0.29	37.1	D
		SB	T	1.05	137.4	F *	1.07	142.0	F *	0.50	47.9	D	0.51	48.2	D	0.32	58.2	E *	0.33	58.4	E *	0.21	55.8	E *	0.21	55.8	E *
		SB	R	0.84	82.8	F *	0.86	85.6	F *	0.39	45.7	D	0.40	45.9	D	0.34	60.1	E *	0.34	60.2	E *	0.48	64.6	E *	0.49	65.2	E *
		INT =			45.1	D		53.8	D		23.4	C		24.0	C		24.6	C		25.2	C		29.7	C		28.6	C
62	Jackson Ave &	WB	L	0.68	53.4	D	0.83	68.5	E *	0.44	43.4	D	0.49	45.5	D	0.92	74.2	E *	0.80	113.3	F *	0.39	41.4	D	0.42	42.4	D
	Thomson Ave	WB	R	0.07	34.9	C	0.53	46.6	D	0.08	35.8	D	0.17	37.3	D	0.11	32.5	C	0.19	33.7	C	0.08	35.7	D	0.17	37.2	D
		NB	T	0.22	11.0	B	0.25	11.2	B	0.26	12.2	B	0.29	12.4	B	0.35	14.1	B	0.38	14.5	B	0.25	12.0	B	0.28	12.3	B
		SB	L	0.12	5.5	A				0.05	5.6	A				0.10	7.9	A				0.10	5.1	A			
		SB	T	0.32	5.8	A	0.42	5.5	A	0.23	6.1	A	0.29	5.4	A	0.19	8.7	A	0.29	7.4	A	0.00	0.0	A	0.33	4.8	A
		INT =			15.9	B		17.4	B		14.3	B		14.6	B		28.0	C		34.5	C		13.3	B		13.5	B
63	Van Dam St &	WB	TR	0.88	35.5	D	0.96	45.6	D *	0.95	26.2	C *	0.97	31.0	C *	0.73	28.9	C	0.81	31.7	C	1.01	29.8	C *	1.03	32.5	C *
	Borden Ave WB	NB	LT	0.27	5.7	A	0.28	6.0	A	0.18	1.4	A	0.19	1.3	A	0.19	1.7	A	0.19	1.7	A	0.09	0.3	A	0.09	0.3	A
		SB	TR	0.87	40.0	D	0.95	50.6	D *	0.85	26.2	C	0.91	29.8	C *	0.70	32.1	C	0.84	40.1	D	0.93	32.4	C *	0.99	44.0	D *
		INT =			34.5	C		44.2	D		24.3	C		28.4	C		27.6	C		32.4	C		29.7	C		36.3	D
64	Van Dam St &	WB	R	1.05	100.4	F *	1.07	107.7	F *	0.96	71.8	E *	0.99	76.9	E *	0.83	57.5	E *	0.84	59.0	E *	0.73	50.5	D	0.74	51.2	D
	Gale Avenue	NB	T	0.54	22.9	C	0.55	22.1	C	0.59	13.9	B	0.60	13.4	B	0.45	23.6	C	0.46	22.6	C	0.54	33.3	C	0.55	32.2	C
		SB	T	0.50	3.7	A	0.54	3.6	A	0.52	5.7	A	0.56	5.5	A	0.44	4.3	A	0.53	4.2	A	0.56	3.6	A	0.59	3.5	A
		INT =			30.4	C		30.7	C		20.8	C		21.2	C		20.9	C		19.4	B		20.0	B		19.4	B

Table G-2

LIC Rezoning No-Action Traffic Conditions LOS Table

				Existing Weekday AM			No-Action Weekday AM			Existing Weekday Midday			No-Action Weekday Midday			Existing Weekday PM			No-Action Weekday PM			Existing Saturday			No-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Unsignalized Intersections																											
2	10th St &	EB	LT		8.4	A		8.7	A		8.1	A		8.3	A		8.0	A		8.2	A		7.7	A		7.8	A
	43rd Ave	WB	TR		8.4	A		8.6	A		8.3	A		8.4	A		8.1	A		8.2	A		7.6	A		7.6	A
		NB	LTR		8.1	A		8.5	A		7.9	A		8.0	A		8.1	A		8.3	A		7.5	A		7.6	A
		INT =			8.3	A		8.6	A		8.1	A		8.2	A		8.1	A		8.2	A		7.6	A		7.7	A
4	12th St &	EB	TR	0.06	0.0	A	0.06	0.0	A	0.05	0.0	A	0.05	0.0	A	0.07	0.0	A	0.08	0.0	A	0.03	0.0	A	0.03	0.0	A
	43rd Ave	WB	LT	0.01	0.6	A	0.01	0.6	A	0.00	0.3	A	0.00	0.3	A	0.02	1.1	A	0.02	1.0	A	0.01	0.7	A	0.01	0.7	A
		SB	LTR	0.03	11.0	B	0.03	11.1	B	0.05	10.4	B	0.05	10.5	B	0.08	11.1	B	0.08	11.4	B	0.01	10.7	B	0.01	10.7	B
		INT =			1.0	A		1.0	A		1.4	A		1.3	A		2.0	A		1.9	A		0.8	A		0.8	A
5	13th St &	EB	LTR	0.00	0.5	A	0.00	0.5	A	0.01	1.7	A	0.02	1.7	A	0.00	0.3	A	0.01	0.4	A	0.00	0.8	A	0.00	0.8	A
	43rd Ave	WB	LTR	0.02	1.0	A	0.02	1.0	A	0.01	0.8	A	0.02	0.8	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		NB	LTR	0.03	11.5	B	0.04	13.3	B	0.06	12.0	B	0.07	14.4	B	0.04	11.2	B	0.06	14.1	B	0.01	9.5	A	0.02	10.7	B
		INT =			1.4	A		1.5	A		2.0	A		2.2	A		0.8	A		0.9	A		0.8	A		0.8	A
8	Vernon Blvd &	WB	LR	0.18	13.0	B	0.21	14.2	B	0.18	12.2	B	0.21	13.7	B	0.23	12.8	B	0.29	15.3	C	0.12	10.7	B	0.14	11.8	B
	43rd Ave	NB	TR	0.21	0.0	A	0.23	0.0	A	0.24	0.0	A	0.26	0.0	A	0.24	0.0	A	0.27	0.0	A	0.16	0.0	A	0.18	0.0	A
		SB	LT	0.11	2.9	A	0.12	3.2	A	0.06	2.0	A	0.08	2.3	A	0.06	2.0	A	0.08	2.3	A	0.06	2.1	A	0.08	2.3	A
		INT =			2.9	A		3.1	A		2.4	A		2.5	A		2.7	A		3.1	A		2.3	A		2.4	A
9	10th St &	WB	TR	0.07	10.0	A	0.08	10.7	B	0.08	10.0	A	0.09	10.7	B	0.09	10.3	B	0.11	11.5	B	0.10	13.0	B	0.13	15.3	C
	43rd Rd	NB	LT	0.01	1.6	A	0.01	1.1	A	0.01	2.2	A	0.01	1.8	A	0.01	1.4	A	0.01	1.2	A	0.00	0.8	A	0.00	0.7	A
		INT =			4.6	A		3.8	A		5.8	A		5.5	A		4.8	A		4.8	A		6.6	A		6.7	A
10	9th St &	WB	LT	0.01	1.6	A	0.01	1.6	A	0.01	1.3	A	0.01	1.3	A	0.00	0.6	A	0.00	0.6	A	0.00	0.9	A	0.00	0.9	A
	43rd Rd	SB	LTR	0.08	9.7	A	0.08	9.8	A	0.05	9.5	A	0.05	9.5	A	0.05	9.8	A	0.05	9.9	A	0.03	9.3	A	0.03	9.3	A
		INT =			5.9	A		5.8	A		4.0	A		3.9	A		3.4	A		3.3	A		3.8	A		3.7	A
12	10th St &	EB	LT	0.08	10.3	B	0.15	12.1	B	0.08	10.1	B	0.12	11.5	B	0.06	10.4	B	0.12	12.9	B	0.03	9.9	A	0.08	12.6	B
	44th Ave	NB	TR	0.07	0.0	A	0.10	0.0	A	0.05	0.0	A	0.06	0.0	A	0.08	0.0	A	0.09	0.0	A	0.04	0.0	A	0.05	0.0	A
		INT =			3.4	A		4.1	A		4.1	A		4.8	A		2.5	A		3.6	A		2.0	A		3.8	A
15	9th St &	EB	TR	0.05	0.0	A	0.07	0.0	A	0.04	0.0	A	0.04	0.0	A	0.03	0.0	A	0.04	0.0	A	0.01	0.0	A	0.03	0.0	A
	44th Ave	SB	LT	0.05	9.7	A	0.05	10.3	B	0.05	9.7	A	0.05	10.3	B	0.04	9.5	A	0.04	10.2	B	0.02	9.1	A	0.02	9.9	A
		INT =			3.1	A		2.6	A		3.7	A		3.4	A		4.0	A		3.5	A		3.9	A		2.8	A
16	Vernon Blvd &	NB	TR	0.20	0.0	A	0.24	0.0	A	0.21	0.0	A	0.25	0.0	A	0.21	0.0	A	0.26	0.0	A	0.15	0.0	A	0.18	0.0	A
	44th Ave	SB	LT	0.02	0.7	A	0.02	0.7	A	0.02	0.5	A	0.02	0.5	A	0.01	0.4	A	0.01	0.4	A	0.00	0.2	A	0.00	0.2	A
		INT =			0.4	A		0.4	A		0.3	A		0.3	A		0.2	A		0.2	A		0.1	A		0.1	A
17	10th St &	EB	LT	0.01	1.5	A	0.07	6.2	A	0.01	1.0	A	0.01	1.0	A	0.00	0.6	A	0.01	0.6	A	0.00	1.3	A	0.01	1.1	A
	44th Dr	WB	TR	0.11	0.0	A	0.12	0.0	A	0.09	0.0	A	0.13	0.0	A	0.09	0.0	A	0.12	0.0	A	0.06	0.0	A	0.09	0.0	A
		NB	LTR	0.21	12.0	B	0.66	51.4	F *	0.18	11.3	B	0.44	25.2	D	0.19	11.6	B	0.76	66.1	F *	0.14	10.2	B	0.65	49.9	E *
		INT =			4.5	A		16.3	C		3.9	A		7.8	A		4.3	A		21.6	C		4.9	A		20.0	C
21	5th St &	EB	TR	0.02	0.0	A	0.02	0.0	A	0.03	0.0	A	0.03	0.0	A	0.02	0.0	A	0.02	0.0	A	0.01	0.0	A	0.01	0.0	A
	44th Dr	WB	LR	0.00	1.1	A	0.00	1.1	A	0.01	2.9	A	0.01	2.9	A	0.01	2.2	A	0.01	2.2	A	0.00	2.4	A	0.00	2.4	A
		NB	LR	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.01	9.3	A	0.01	9.3	A	0.00	0.0	A	0.00	0.0	A
		INT =			0.6	A		0.6	A		1.0	A		1.0	A		1.7	A		1.7	A		1.5	A		1.5	A
24	10th St &	WB	TR		7.9	A		8.2	A		7.8	A		7.9	A		7.8	A		7.9	A		7.2	A		7.3	A
	44th Rd	NB	LT		7.9	A		8.3	A		7.9	A		8.0	A		8.0	A		8.2	A		7.4	A		7.5	A
		INT =			7.9	A		8.3	A		7.8	A		7.9	A		7.9	A		8.1	A		7.3	A		7.4	A
27	Vernon Blvd &	EB	LR	0.03	13.8	B	0.07	28.1	D	0.03	13.1	B	0.07	27.2	D	0.03	12.2	B	0.13	35.3	E *	0.01	10.4	B	0.03	26.7	D
	45th Ave (EB)	NB	T	0.13	0.0	A	0.18	0.0	A	0.16	0.0	A	0.20	0.0	A	0.17	0.0	A	0.23	0.0	A	0.12	0.0	A	0.16	0.0	A
		SB	T	0.27	0.0	A	0.34	0.0	A	0.26	0.0	A	0.31	0.0	A	0.27	0.0	A	0.32	0.0	A	0.24	0.0	A	0.29	0.0	A
		INT =			0.2	A		0.4	A		0.2	A		0.4	A		0.3	A		0.7	A		0.1	A		0.2	A
28	Vernon Blvd &	WB	LR	0.14	13.1	B	0.40	30.4	D	0.17	14.2	B	0.57	48.8	E *	0.13	14.5	B	0.39	39.0	E *	0.12	13.3	B	0.26	22.5	C
	45th Ave (WB)	SB	LT	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		INT =			13.1	B		30.4	D		14.2	B		48.8	E		14.5	B		39.0	E		13.3	B		22.5	C
29	Vernon Blvd &	NB	TR	0.19	0.0	A	0.25	0.0	A	0.21	0.0	A	0.28	0.0	A	0.23	0.0	A	0.32	0.0	A	0.17	0.0	A	0.23	0.0	A
	45th Rd	SB	LT	0.08	2.3	A	0.10	2.7	A	0.08	2.3	A	0.11	2.9	A	0.06	1.7	A	0.09	2.3	A	0.04	1.2	A	0.05	1.5	A
		INT =			1.4	A		1.6	A		1.3	A		1.6	A		0.9	A		1.2	A		0.7	A		0.8	A
42	Borden Ave &	EB	LT	0.01	0.5	A	0.01	0.5	A	0.01	0.9	A	0.01	0.9	A	0.01	0.3	A	0.01	0.3	A	0.01	0.6	A	0.01	0.6	A
	23rd St	NB	TR	0.30	0.0	A	0.35	0.0	A	0.28	0.0	A	0.34	0.0	A	0.39	0.0	A	0.47	0.0	A	0.33	0.0	A	0.39	0.0	A
		SB	LR	0.11	12.8	B	0.13	14.1	B	0.06	12.7	B	0.08	13.9	B	0.09	16.0	C	0.11	19.5	C	0.03	11.6	B	0.04	12.5	B
		INT =			1.1	A		1.1	A		0.9	A		0.8	A		0.6	A		0.6	A		0.4	A		0.4	A
44	Borden Ave &	EB	LT	0.04	2.1	A	0.05	2.3	A	0.03	1.4	A	0.03	1.5	A	0.07	1.9	A	0.07	2.2	A	0.01	1.1	A	0.01	1.2	A
	27th St	WB	TR	0.49	0.0	A	0.58	0.0	A	0.44	0.0	A	0.52	0.0	A	0.61	0.0	A	0.71	0.0	A	0.36	0.0	A	0.44	0.0	A
		SB	LR	0.40	26.2	D	0.50	36.0	E *	0.39	20.2	C	0.46	25.4	D	0.62	44.9	E *	0.80	77.8	F *	0.38	16.3	C	0.45	19.9	C
		INT =			2.9	A		3.5	A		3.1	A		3.4	A		4.5	A		6.9	A		3.6	A		3.8	A

Table G-2

LIC Rezoning No-Action Traffic Conditions LOS Table

				Existing Weekday AM			No-Action Weekday AM			Existing Weekday Midday			No-Action Weekday Midday			Existing Weekday PM			No-Action Weekday PM			Existing Saturday			No-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
52	10th St &	EB	L	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
	Queens Plaza S	EB	T	0.10	0.0	A	0.11	0.0	A	0.07	0.0	A	0.08	0.0	A	0.06	0.0	A	0.08	0.0	A	0.07	0.0	A	0.07	0.0	A
		WB	T	0.04	0.0	A	0.05	0.0	A	0.07	0.0	A	0.08	0.0	A	0.10	0.0	A	0.12	0.0	A	0.06	0.0	A	0.07	0.0	A
		WB	R	0.02	0.0	A	0.03	0.0	A	0.03	0.0	A	0.04	0.0	A	0.05	0.0	A	0.06	0.0	A	0.03	0.0	A	0.04	0.0	A
		NB	LTR	0.10	10.4	B	0.16	10.9	B	0.06	9.9	A	0.08	10.1	B	0.12	10.2	B	0.15	10.6	B	0.06	9.6	A	0.08	9.8	A
		SB	LR	0.03	10.8	B	0.03	11.9	B	0.01	11.3	B	0.01	12.2	B	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		INT =			2.1	A		2.6	A		1.4	A		1.5	A		1.8	A		1.9	A		1.3	A		1.5	A
53	11th St &	EB	LT	0.00	11.5	B				0.00	9.2	A				0.00	10.4	B					8.9	A			
	Queens Plaza S	EB	TR	0.00	8.6	A				0.00	7.6	A				0.00	9.6	A				0.00	7.6	A			
		WB	LT	0.00	9.7	A				0.00	9.1	A				0.00	12.8	B				0.00	9.8	A			
		WB	TR	0.00	8.1	A	Analyzed as signalized intersection			0.00	7.7	A	Analyzed as signalized intersection			0.00	9.2	A	Analyzed as signalized intersection			0.00	7.7	A	Analyzed as signalized intersection		
		NB	LTR	0.00	12.1	B				0.00	10.2	B				0.00	13.7	B				0.00	10.6	B			
		SB	LTR																								
		INT =			10.9	B					9.2	A					11.7	B					9.5	A			
54	13th St &	EB	T	0.12	0.0	A	0.17	0.0	A	0.08	0.0	A	0.10	0.0	A	0.14	0.0	A	0.15	0.0	A	0.08	0.0	A	0.10	0.0	A
	Queens Plaza S	WB	T	0.07	0.0	A	0.09	0.0	A	0.11	0.0	A	0.14	0.0	A	0.18	0.0	A	0.22	0.0	A	0.12	0.0	A	0.14	0.0	A
		NB	LR	0.05	10.7	B	0.08	14.7	B	0.06	10.5	B	0.13	17.4	C	0.10	12.7	B	0.19	21.8	C	0.03	13.1	B	0.05	20.0	C
		INT =			0.9	A		0.9	A		1.2	A		1.7	A		1.1	A		1.6	A		0.4	A		0.6	A
59	Thomson Ave &	EB	LT	0.00	0.0	A	0.00	0.0	A																		
	Queensboro Bridge Off-Ramp	EB	T	0.16	0.0	A	0.17	0.0	A																		
		WB	T	0.16	0.0	A	0.22	0.0	A	Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection		
		WB	TR	0.51	0.0	A	0.55	0.0	A																		
		INT =			0.0	A		0.0	A																		
60	Thomson Ave &	EB	T	0.12	0.0	A	0.12	0.0	A	0.33	0.0	A	0.34	0.0	A	0.48	0.0	A	0.50	0.0	A	0.40	0.0	A	0.41	0.0	A
	Queensboro Bridge On-Ramp	EB	T	0.12	0.0	A	0.12	0.0	A	0.33	0.0	A	0.34	0.0	A	0.48	0.0	A	0.50	0.0	A	0.40	0.0	A	0.41	0.0	A
		WB	T	0.41	0.0	A	0.47	0.0	A	0.11	0.0	A	0.13	0.0	A	0.19	0.0	A	0.20	0.0	A	0.09	0.0	A	0.10	0.0	A
		WB	TR	0.41	0.0	A	0.44	0.0	A	0.23	0.0	A	0.24	0.0	A	0.25	0.0	A	0.26	0.0	A	0.25	0.0	A	0.26	0.0	A
		WB	R	0.41	0.0	A	0.41	0.0	A	0.34	0.0	A	0.35	0.0	A	0.31	0.0	A	0.32	0.0	A	0.41	0.0	A	0.41	0.0	A
		INT =			0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A

Notes:

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

L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume-to-capacity ratio

Sec/veh - seconds per vehicle

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

Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

Table G-3

LIC Rezoning With-Action Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			No-Action Weekday Midday			With-Action Weekday Midday			No-Action Weekday PM			With-Action Weekday PM			No-Action Saturday			With-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Signalized Intersections																											
1	21st St & 41st Ave	EB	LT	0.96	110.4	F	0.98	113.7	F	0.73	70.1	E	0.75	71.7	E	0.77	75.1	E	0.81	81.5	F *	0.63	60.2	E	0.66	62.6	E
		NB	LT	0.62	13.1	B	0.67	12.2	B	0.85	18.2	B	0.89	19.1	B	1.15	86.0	F	1.25	131.2	F *	0.85	11.6	B	0.88	12.2	B
		NB	R	1.30	159.1	F	1.07	75.6	E	0.68	14.8	B	1.02	54.2	D	0.96	30.2	C	2.04	485.1	F *	0.54	7.4	A	1.39	190.0	F *
		SB	L	0.39	11.2	B	0.38	11.5	B	0.41	15.5	B	0.45	17.4	B	0.67	41.2	D	1.08	138.8	F *	0.46	17.5	B	0.57	21.3	C
		SB	T	1.05	62.5	E	1.25	137.8	F *	0.79	21.6	C	0.91	33.0	C	0.88	27.6	C	1.07	71.9	E *	0.87	27.5	C	1.01	54.2	D
		SB	R	0.13	7.3	A	0.15	7.6	A	0.12	7.7	A	0.15	8.2	A	0.15	7.4	A	0.17	7.7	A	0.12	7.7	A	0.17	8.4	A
		INT =			69.7	E		90.6	F		22.1	C		32.7	C		54.1	D		177.9	F		20.6	C		60.8	E
3	11th St & 43rd Ave	EB	LT	0.44	26.1	C	0.63	32.8	C	0.36	24.7	C	0.57	31.9	C	0.33	23.9	C	0.44	26.4	C	0.28	22.9	C	0.34	24.1	C
		WB	LT	0.48	27.3	C	0.87	51.0	D	0.58	30.8	C	0.88	58.9	E *	0.71	36.9	D	1.37	214.5	F *	0.34	24.4	C	0.52	28.6	C
		NB	LT	0.56	7.0	A	0.84	17.2	B	0.44	6.9	A	0.66	14.6	B	0.64	8.1	A	1.02	41.1	D	0.51	6.7	A	0.69	14.5	B
		SB	LT	0.17	10.8	B	0.17	10.8	B	0.17	10.9	B	0.19	11.1	B	0.29	12.1	B	0.34	12.8	B	0.21	11.2	B	0.24	11.5	B
		INT =			15.4	B		27.8	C		17.3	B		28.5	C		17.8	B		82.0	F		13.1	B		17.8	B
6	21st St & 43rd Ave	EB	LT	0.39	36.4	D	0.79	63.0	E *	0.20	31.8	C	0.42	37.6	D	0.40	35.8	D	1.25	180.3	F *	0.15	30.8	C	0.23	32.3	C
		WB	LT	0.95	77.1	E	1.48	272.1	F *	0.61	43.0	D	0.92	76.9	E *	1.12	127.8	F	1.36	225.4	F *	0.52	39.5	D	0.73	49.9	D
		NB	LT	0.76	22.5	C	1.17	107.8	F *	0.65	24.1	C	0.79	28.4	C	0.62	17.4	B	0.86	25.7	C	0.46	18.8	B	0.61	21.3	C
		SB	LT	0.40	4.2	A	0.54	6.2	A	0.48	8.8	A	0.59	12.6	B	0.69	20.4	C	0.94	33.4	C	0.58	11.1	B	0.74	18.6	B
		INT =			29.0	C		110.6	F		20.9	C		30.1	C		40.4	D		83.2	F		17.8	B		24.3	C
7	Purves St/43rd Ave & Jackson Ave	EB	L	0.48	20.0	B	0.73	33.3	C	0.50	23.3	C	0.57	26.4	C	0.48	27.3	C	0.62	32.6	C	0.59	27.7	C	0.73	37.3	D
		EB	TR	0.34	12.4	B	0.41	10.7	B	0.33	15.3	B	0.36	15.0	B	0.35	20.3	C	0.39	19.8	B	0.33	14.1	B	0.37	13.7	B
		WB	LT	0.71	28.6	C	0.76	30.3	C	0.61	25.4	C	0.65	26.6	C	0.55	23.8	C	0.62	25.7	C	0.62	25.5	C	0.67	27.0	C
		NB	LT	0.09	41.5	D	0.09	41.5	D	0.28	45.7	D	0.29	45.8	D	0.16	42.7	D	0.16	42.7	D	0.43	50.5	D	0.44	50.7	D
		SB	LT	1.45	279.8	F	1.76	415.3	F *	0.96	99.6	F	1.06	128.9	F *	1.39	252.7	F	1.78	423.5	F *	0.74	63.2	E	0.84	75.3	E *
		INT =			62.6	E		82.6	F		32.9	C		37.5	D		62.2	E		96.1	F		27.8	C		30.4	C
11	Vernon Blvd & 43rd Rd	WB	LR	0.24	17.6	B	0.29	18.4	B	0.25	17.6	B	0.30	18.7	B	0.25	17.5	B	0.35	19.0	B	0.24	18.1	B	0.28	18.8	B
		NB	T	0.47	16.7	B	0.66	14.5	B	0.49	19.1	B	0.56	14.3	B	0.50	19.6	B	0.57	15.1	B	0.34	16.5	B	0.48	15.1	B
		SB	T	0.61	14.6	B	0.75	17.4	B	0.47	10.1	B	0.60	11.1	B	0.48	10.6	B	0.71	13.4	B	0.42	9.6	A	0.56	10.1	B
		INT =			15.6	B		16.3	B		14.8	B		13.1	B		15.2	B		14.7	B		13.0	B		12.8	B
13	11th St & 44th Ave	EB	LT	0.31	26.6	C	1.36	216.7	F *	0.26	25.7	C	1.43	244.2	F *	0.21	24.9	C	2.19	581.4	F *	0.15	23.8	C	0.74	43.3	D
		NB	TR	0.58	4.3	B	0.69	17.7	B	0.42	11.8	B	0.47	12.5	B	0.57	14.3	B	0.64	16.0	B	0.47	12.4	B	0.53	13.4	B
		SB	LT	0.32	4.3	A	0.35	3.8	A	0.36	4.4	A	0.40	4.2	A	0.51	7.0	A	0.65	7.5	A	0.38	6.7	A	0.43	7.0	A
		INT =			13.1	B		77.2	E		10.6	B		93.4	F		12.0	B		207.6	F		10.9	B		17.6	B
14	21st St & 44th Ave	EB	LT	0.31	16.8	B	0.66	26.6	C	0.19	15.3	B	0.52	9.6	A	0.22	15.7	B	0.65	26.9	C	0.15	14.8	B	0.30	16.9	B
		NB	TR	0.83	12.0	B	1.02	19.5	B	0.67	9.3	A	0.73	10.6	B	0.67	15.0	B	0.82	14.0	B	0.49	7.3	A	0.61	7.8	A
		SB	LT	0.73	19.4	B	0.83	23.6	C	0.73	21.4	C	0.83	26.8	C	0.97	36.0	D	1.06	47.6	D	0.83	30.5	C	1.00	52.8	D
		INT =			15.6	B		22.1	C		15.7	B		19.8	B		26.5	C		32.2	C		21.6	C		34.6	C
16	Vernon Blvd & 44th Ave	EB	LT	Analyzed as unsignalized intersection			1.00	53.8	D	Analyzed as unsignalized intersection			0.56	18.8	B	Analyzed as unsignalized intersection			0.88	20.6	C	Analyzed as unsignalized intersection			0.70	22.2	C
		NB	TR				2.21	554.0	F *				1.18	88.6	F *				0.81	7.4	A				0.62	6.0	A
		SB	LT				1.64	318.0	F *				0.73	15.5	B				0.84	19.9	C				0.61	11.6	B
		INT =						379.3	F					48.1	E					15.6	C					11.8	B
18	11th St & 44th Dr	EB	L	0.12	29.4	C	0.83	113.8	F *	0.13	29.6	C	0.63	75.7	E *	0.12	29.5	C	0.91	145.0	F *	0.07	28.2	C	0.62	77.2	E *
		EB	TR	0.44	34.9	C	1.05	107.4	F *	0.55	38.0	D	0.88	68.5	E *	0.55	38.3	D	1.14	138.2	F *	0.35	32.0	C	0.76	52.7	D
		WB	L	0.76	68.7	E	1.45	305.0	F *	0.71	60.8	E	1.50	320.2	F *	0.82	76.3	E	1.69	398.1	F *	0.70	60.5	E	1.54	333.9	F *
		WB	TR	0.68	45.4	D	2.52	730.9	F *	0.56	38.4	D	1.14	130.5	F *	0.61	40.5	D	1.40	234.6	F *	0.47	34.9	C	1.12	123.0	F *
		NB	LT	0.60	12.1	B	0.71	16.1	B	0.50	10.4	B	0.59	12.5	B	0.59	11.9	B	0.78	19.3	B	0.47	9.6	A	0.58	11.6	B
		NB	R	0.13	6.2	A	0.28	8.4	A	0.12	6.2	A	0.25	8.0	A	0.17	6.4	A	0.35	9.4	A	0.14	6.3	A	0.29	8.6	A
		SB	LT	0.47	16.0	B	0.62	19.4	B	0.58	18.3	B	0.78	26.0	C	0.70	21.9	C	1.24	140.2	F *	0.46	15.5	B	0.57	17.7	B
		INT =			23.2	C		260.3	F		23.0	C		66.2	E		24.6	C		134.6	F		19.6	B		62.7	E
19	21st St & 44th Dr	EB	L	0.44	24.7	C	0.96	112.8	F *	0.41	23.8	C	0.68	52.1	D	0.31	20.3	C	0.52	34.6	C	0.27	19.3	B	0.45	30.1	C
		EB	TR	0.37	18.9	B	0.52	22.1	C	0.39	18.7	B	0.49	20.8	C	0.43	19.3	B	0.56	22.3	C	0.35	18.0	B	0.44	19.6	B
		WB	L	0.38	16.4	B	0.53	14.0	B	0.23	8.1	A	0.39	6.9	A	0.38	16.7	B	0.62	16.3	B	0.17	7.5	A	0.28	11.1	B
		WB	TR	0.66	17.9	B	2.02	472.1	F *	0.60	12.1	B	0.97	15.9	B	0.60	18.8	B	1.06	52.2	D	0.40	9.2	A	0.75	19.4	B
		NB	LT	0.97	43.3	D	1.29	159.0	F *	0.79	20.7	C	0.95	39.0	D	0.99	47.7	D	1.31	167.9	F *	0.73	17.9	B	1.04	59.9	E *
		SB	LT	0.81	25.5	C	0.98	41.2	D	0.87	19.4	B	1.06	55.4	E *	1.07	51.3	D	1.32	153.9	F *	0.91	21.8	C	1.25	127.6	F *
		INT =			30.5	C		195.4	F		18.9	B		39.4	D		42.2	D		125.7	F		18.9	B		79.4	E
20	23rd St & 44th Dr	EB	LT	0.92	48.6	D	5.34	1991.8	F *	0.98	64.8	E	1.50	266.2	F *	1.58	295.9	F	2.39	652.4	F *	1.13	111.4	F	1.44	231.3	F *
		WB	L	0.14	19.4	B	0.15	14.5	B	0.20	19.7	B	0.21	19.1	B	0.16	24.0	C	0.17	22.3	C	0.16	19.0	B	0.16	18.2	B
		WB	TR	0.68	34.4	C	1.69	340.7	F *	0.75	37.7	D	1.09	100.0	F *	0.89	64.2	E	1.20	147.1	F *	0.51	25.8	C	0.72	33.9	C
		NB	TR	0.40	17.3	B	0.42	17.7	B	0.52	19.3	B	0.54	19.8	B	0.53	19.3	B	0.56	20.3	C	0.40	16.4	B	0.42	16.8	B
		SB	LT	0.80	31.4	C	0.90	42.9	D	0.81	32.4	C	0.89	41.2	D	0.93	48.2	D	1.10	94.8	F *	0.57	20.2	C	0.60	21.4	C
		INT =			33.5	C		555.7	F		38.0	D		105.4	F		112.0	F		243.8	F		47.8	D		86.8	F
22	44th Dr & Jackson Ave	EB	L	0.08	9.0	A	1.05	57.9	E *	0.17	8.8	A	0.31	11.0	B	0.11	9.4	A	0.25	10.5	B	0.11	8.4	A	0.22	9.7	A
		EB	TR	0.49	17.5	B	0.58	22.6	C	0.42	11.5	B	0.43	13.6	B	0.62	15.3	B	0.64	16.7	B	0.41	11.6	B	0.46	14.4	B
		WB	L	0.60	15.8	B	0.76	24.6	C	0.34	10.2	B	0.42	10.6	B	0.39	14.2	B	0.55	17.1	B	0.33	9.7	A	0.38	9.9	A
		WB	TR	0.51	13.8	B	0.53	13.9	B	0.41	11.8	B	0.43	11.6	B	0.39	15.0	B	0.44	13.7	B	0.40	11.3	B	0.45	11.0	B
		NB	LT	0.43	40.3	D	0.67	49.0	D	0.27	36.7	D	0.38	39.0	D	0.39	38.8	D	0.42	39.7	D	0.20	35.4	D	0.23	35.8	D
		NB	R	0.31	38.2	D	0.31	38.2	D	0.38	40.1	D	0.38	40.2	D	0.42	40.8	D	0.42	40.8	D	0.28	37.6	D	0.28	37.6	D
		SB	T	0.44	39.3	D	0.68	39.5	D	0.40	37.6	D	0.51	37.2	D	0.53	33.9	C	0.71	35.4	D	0.37	36.0	D	0.44	33.4	C
		INT =			21.5	C		30.3	C		18.6	B		19.7	B		21.5	C		22.2	C		16.9	B		17.4	B

Table G-3

LIC Rezoning With-Action Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			No-Action Weekday Midday			With-Action Weekday Midday			No-Action Weekday PM			With-Action Weekday PM			No-Action Saturday			With-Action Saturday			
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	
23	Vernon Blvd &	EB	L	0.04	16.2	B	0.31	27.1	C	0.08	16.6	B	0.15	19.2	B	0.08	16.7	B	0.15	19.2	B	0.00	0.0	A	0.03	16.1	B	
	44th Dr	EB	TR	0.11	16.6	B	0.88	65.6	E *	0.13	16.9	B	0.44	26.4	C	0.10	16.5	B	0.54	30.7	C	0.04	15.8	B	0.28	20.7	C	
		WB	L	0.43	26.0	C	1.72	397.0	F *	0.46	25.3	C	2.56	775.3	F *	0.35	22.5	C	2.80	873.3	F *	0.42	24.6	C	2.87	911.8	F *	
		WB	TR	0.84	60.6	E	3.37	1110.0	F *	0.71	42.0	D	1.88	446.0	F *	0.69	41.0	D	1.49	267.3	F *	0.59	34.4	C	0.99	79.6	E *	
		NB	LT	0.42	9.8	A	1.63	307.1	F *	0.43	9.8	A	1.15	99.7	F *	0.51	10.8	B	1.73	352.6	F *	0.33	8.5	A	1.21	123.5	F *	
		SB	LT	0.79	13.2	B	1.28	139.4	F *	0.70	10.7	B	1.12	75.9	E *	0.73	11.1	B	1.45	213.5	F *	0.54	8.2	A	0.94	24.3	C	
		INT =			18.5	B		355.2	F		15.2	B		177.7	F		14.6	B		309.3	F		12.1	B		144.4	F	
25	21st St &	WB	LT	0.49	21.1	C	0.75	31.2	C	0.26	17.0	B	0.51	22.0	C	0.30	17.4	B	0.53	21.6	C	0.19	15.9	B	0.37	18.4	B	
	44th Rd	NB	LT	0.79	10.9	B	1.09	50.7	D	0.64	10.0	A	0.78	11.4	B	0.63	13.5	B	1.08	54.0	D	0.48	8.1	A	1.02	38.7	D	
		SB	TR	0.68	11.7	B	0.82	15.5	B	0.69	9.6	A	0.82	12.0	B	0.84	4.0	A	0.94	4.3	A	0.75	9.7	A	0.92	13.3	B	
		INT =			12.7	B		33.1	C		10.3	B		13.1	B		8.7	A		25.2	C		9.6	A		22.1	C	
26	Vernon Blvd &	WB	LT	0.67	36.9	D	1.25	175.1	F *	0.44	23.7	C	1.27	175.5	F *	0.31	19.9	B	1.87	434.8	F *	0.20	17.9	B	0.67	38.3	D	
	44th Rd	NB	LT	0.46	7.1	A	1.96	444.1	F *	0.54	8.0	A	1.24	121.6	F *	0.58	7.7	A	2.25	573.0	F *	0.40	6.2	A	1.24	119.8	F *	
		SB	TR	0.65	19.2	B	0.99	20.1	C	0.57	15.5	B	0.81	16.1	B	0.59	16.4	B	1.12	76.2	E *	0.48	13.5	B	0.83	19.9	B	
		INT =			17.1	B		249.5	F		13.1	B		88.5	F		12.7	B		320.7	F		10.7	B		65.5	E	
30	Vernon Blvd &	WB	LT	0.36	18.2	B	0.52	22.2	C	0.35	18.2	B	0.60	25.1	C	0.34	17.8	B	0.75	31.7	C	0.28	16.9	B	0.51	21.5	C	
	46th Ave	NB	LT	0.86	28.8	C	4.59	1630.4	F *	0.75	16.5	B	5.62	2091.6	F *	0.80	19.8	B	13.73	5744.8	F *	0.61	15.1	B	13.30	5551.9	F *	
		SB	TR	0.96	51.9	D	1.95	459.4	F *	0.79	30.9	C	1.45	237.5	F *	0.78	30.2	C	1.98	472.1	F *	0.69	26.0	C	1.45	236.6	F *	
		INT =			37.7	D		873.5	F		23.2	C		948.9	F		23.8	C		2360.0	F		20.3	C		2388.5	F	
31	Vernon Blvd &	EB	LT	0.17	15.7	B	0.65	26.6	C	0.11	14.9	B	0.26	16.9	B	0.13	15.2	B	0.25	16.9	B	0.16	15.5	B	0.57	23.4	C	
	46th Rd	NB	TR	0.63	11.4	B	1.34	165.8	F *	0.71	13.1	B	1.19	99.3	F *	0.71	13.4	B	1.28	139.6	F *	0.59	10.7	B	1.11	60.9	E *	
		SB	LT	0.89	19.8	B	12.79	5319.8	F *	0.80	16.1	B	3.87	1308.0	F *	0.96	34.6	C	4.54	6106.9	F *	0.64	10.6	B	3.23	1015.6	F *	
		INT =			15.9	B		2580.2	F		14.7	B		657.8	F		23.6	C		3472.6	F		11.2	B		466.5	F	
32	Van Dam St &	EB	LT	0.37	36.5	D	0.37	36.5	D	0.45	29.0	C	0.45	29.0	C	0.76	50.8	D	0.76	50.8	D	0.16	24.0	C	0.16	24.0	C	
	47th Ave	WB	LT	1.04	99.0	F	1.04	99.0	F	0.69	37.9	D	0.69	37.9	D	0.76	53.2	D	0.76	53.2	D	0.55	31.7	C	0.55	31.7	C	
		NB	LT	1.27	143.4	F	1.56	271.8	F *	0.95	30.6	C	1.02	44.0	D	0.83	17.6	B	0.93	24.7	C	0.93	27.8	C	1.05	53.4	D	
		SB	LT	0.52	18.8	B	0.63	21.1	C	0.63	19.8	B	0.67	20.8	C	0.59	20.2	C	0.68	22.5	C	0.74	22.6	C	0.82	25.4	C	
		INT =			89.3	F		148.1	F		27.4	C		33.6	C		27.3	C		30.3	C		25.8	C		38.4	D	
33	Vernon Blvd &	WB	LT	0.24	16.5	B	0.22	16.3	B	0.26	16.7	B	0.27	16.8	B	0.25	16.6	B	0.29	17.2	B	0.27	16.8	B	0.31	17.4	B	
	47th Ave	NB	LT	0.98	41.6	D	4.24	1471.0	F *	0.82	17.5	B	2.68	767.2	F *	0.71	13.7	B	3.59	1179.5	F *	0.72	13.8	B	4.22	1461.7	F *	
		SB	TR	0.90	21.8	C	1.94	437.6	F *	0.69	11.0	B	1.23	115.9	F *	0.71	9.4	A	1.80	369.2	F *	0.61	9.2	A	1.21	108.0	F *	
		INT =			29.3	C		842.7	F		14.8	B		395.0	F		12.2	B		648.7	F		12.5	B		711.9	F	
34	Vernon Blvd &	EB	LT	0.31	17.4	B	0.36	18.2	B	0.32	17.5	B	0.29	17.2	B	0.44	19.4	B	0.35	18.1	B	0.34	17.8	B	0.42	19.2	B	
	47th Rd	NB	TR	0.63	19.4	B	1.25	140.9	F *	0.69	20.2	C	1.12	80.4	F *	0.66	18.6	B	1.22	120.2	F *	0.62	17.1	B	1.16	92.9	F *	
		SB	LT	0.73	11.9	B	5.54	2053.7	F *	0.59	11.3	B	2.04	477.1	F *	0.65	12.1	B	6.75	2599.6	F *	0.56	11.0	B	2.64	748.2	F *	
		INT =			15.7	B		1127.9	F		16.2	B		258.3	F		16.2	B		1449.9	F		14.8	B		383.8	F	
35	11th St &	WB	LT	0.22	18.3	B	0.22	18.3	B	0.10	14.1	B	0.10	14.1	B	0.09	14.0	B	0.09	14.0	B	0.10	14.1	B	0.10	14.1	B	
	48th Ave	NB	L	0.46	37.0	D	1.38	238.2	F *	0.42	42.9	D	0.84	77.8	E *	0.67	64.2	E	1.29	226.5	F *	0.42	39.2	D	0.67	55.2	E *	
		NB	T	0.46	25.7	C	0.44	25.4	C	0.42	28.3	C	0.44	28.6	C	0.47	29.0	C	0.54	30.4	C	0.39	27.6	C	0.46	28.9	C	
		SB	TR	0.56	35.2	D	0.71	39.5	D	0.70	42.5	D	0.80	47.0	D	0.88	52.9	D	1.08	97.6	F *	0.56	38.4	D	0.66	41.1	D	
		INT =			29.5	C		67.5	E		35.1	D		41.7	D		42.5	D		80.6	F		32.1	C		35.8	D	
36	Van Dam St &	EB	LT	0.38	38.3	D	0.38	38.3	D	0.35	28.4	C	0.35	28.4	C	0.55	42.5	D	0.55	42.5	D	0.07	24.3	C	0.07	24.3	C	
	48th Ave	WB	LT	1.06	106.1	F	1.06	106.1	F	0.59	35.2	D	0.59	35.2	D	0.50	42.2	D	0.50	42.2	D	0.28	27.3	C	0.28	27.3	C	
		NB	LT	0.87	20.6	C	1.05	51.1	D	0.84	18.5	B	0.88	18.9	B	0.69	15.2	B	0.75	16.2	B	0.78	22.8	C	0.84	25.7	C	
		SB	LT	0.60	9.3	A	0.72	10.4	B	0.70	11.4	B	0.74	12.8	B	0.64	9.3	A	0.74	10.2	B	0.80	14.9	B	0.88	18.6	B	
		INT =			30.5	C		42.8	D		17.8	B		18.5	B		17.5	B		17.8	B		19.2	B		22.3	C	
37	Vernon Blvd &	EB	L	0.50	43.4	D	0.55	47.5	D	0.33	36.3	D	0.34	37.1	D	0.35	37.4	D	0.36	37.8	D	0.35	36.8	D	0.36	37.2	D	
	48th Ave	EB	R	0.25	33.7	C	0.25	33.7	C	0.14	30.9	C	0.13	30.6	C	0.13	30.6	C	0.13	30.6	C	0.20	32.0	C	0.20	32.0	C	
		WB	LT	0.95	82.2	F	1.98	492.1	F *	0.64	43.7	D	0.96	81.3	F *	0.85	62.4	E	1.16	142.3	F *	0.67	45.2	D	0.87	65.2	E *	
		NB	LT	0.52	20.3	C	2.83	852.4	F *	0.68	24.8	C	3.11	974.4	F *	0.64	24.1	C	3.36	1084.5	F *	0.69	26.7	C	4.74	1705.1	F *	
		SB	LT	0.81	12.8	B	1.85	387.6	F *	0.72	13.8	B	1.26	125.1	F *	0.79	15.9	B	1.70	320.4	F *	0.69	10.6	B	1.29	138.1	F *	
		INT =			32.2	C		506.0	F		24.0	C		392.9	F		28.9	C		531.2	F		24.0	C		701.1	F	
38	Vernon Blvd &	EB	LT	0.17	15.7	B	0.17	15.7	B	0.12	15.1	B	0.12	15.1	B	0.18	15.8	B	0.18	15.8	B	0.17	15.6	B	0.17	15.6	B	
	49th Ave	NB	TR	0.53	18.0	B	0.88	24.9	C	0.64	19.1	B	0.97	32.9	C	0.58	19.1	B	1.05	50.2	D	0.59	19.1	B	1.07	50.5	D	
		SB	LT	1.03	51.5	D	3.05	928.0	F *	0.84	17.9	B	0.86	4.8	A	0.99	39.5	D	3.81	1269.6	F *	0.90	25.7	C	3.29	1037.5	F *	
		INT =			35.7	D		588.2	F		18.2	B		16.6	B		29.5	C		772.1	F		22.1	C		574.8	F	
39	Vernon Blvd &	EB	LT	0.32	21.0	C	0.32	21.0	C	0.23	19.4	B	0.23	19.4	B	0.25	19.8	B	0.25	19.9	B	0.26	19.8	B	0.26	19.8	B	
	50th Ave	NB	T	0.49	9.6	A	0.88	19.0	B	0.62	10.4	B	0.96	23.1	C	0.54	8.3	A	1.05	44.0	D	0.57	8.9	A	1.07	52.6	D	
		NB	R	0.08	9.4	A	0.08	14.8	B	0.08	8.6	A	0.08	14.8	B	0.12	7.1	A	0.12	15.0	B	0.07	8.1	A	0.07	15.1	B	
		SB	LT	0.94	20.7	C	4.57	1613.0	F *	0.91	16.6	B	3.33	1054.4	F *	0.84	8.4	A	5.48	2022.3	F *	0.83	9.8	A	5.99	2251.9	F *	
		INT =			16.8	B		983.9	F		14.2	B		554.6	F		9.6	A		1142.2	F		10.8	B		1164.6	F	
40	Vernon Blvd &	WB	LT	1.34	196.6	F	1.36	201.1	F *	1.17	124.1	F	1.19	131.2	F *	1.18	125.7	F	1.22	141.7	F *	1.19	131.5	F	1.21	138.4	F *	
	51st Ave	NB	LT	0.69	14.6	B	6.36	2430.6	F *	0.67	14.4	B	2.76	813.0	F *	0.63	12.6	B	6.34	2420.5	F *	0.65	14.5	B	5.28	1945.6	F *	
		SB	TR	0.89	18.8	B	2.00	460.5	F *	0.66	8.5	A	1.13	67.8	E *	0.62	8.3	A	1.39	183.3	F *	0.66	9.4	A	1.22	109.9	F *	
		INT =			96.9	F		1134.9	F		60.2	E		415.1	F		61.2	E		1205.0	F		64.6	E		916.3	F	

Table G-3

LIC Rezoning With-Action Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			No-Action Weekday Midday			With-Action Weekday Midday			No-Action Weekday PM			With-Action Weekday PM			No-Action Saturday			With-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
41	Borden Ave &	EB	LT	0.22	8.7	A	0.22	8.7	A	0.22	8.7	A	0.23	8.7	A	0.36	9.9	A	0.48	12.2	B	0.14	7.9	A	0.16	8.2	A
	21st St	WB	TR	0.91	32.0	C	1.06	63.5	E *	0.72	20.6	C	0.83	24.3	C	0.89	26.2	C	1.12	79.1	E *	0.76	24.1	C	0.98	36.5	D
		SB	LR	0.19	15.9	B	0.19	15.9	B	0.29	17.1	B	0.29	17.1	B	0.59	22.9	C	0.59	22.9	C	0.15	15.4	B	0.15	15.4	B
		INT =			27.2	C		52.7	D		18.0	B		20.8	C		22.1	C		57.1	E		21.2	C		32.0	C
43	Borden Ave &	EB	LT	0.35	17.9	B	0.43	20.1	C	0.43	18.8	B	0.50	20.9	C	1.02	81.8	F	2.14	560.7	F *	0.14	16.6	B	0.19	17.3	B
	25th St	WB	TR	0.87	25.0	C	1.00	47.0	D	0.74	17.4	B	0.85	23.6	C	0.99	42.7	D	1.24	134.3	F *	0.77	18.2	B	0.99	43.0	D
		SB	LR	0.45	20.4	C	0.45	20.4	C	0.37	18.8	B	0.37	18.8	B	0.38	18.5	B	0.38	18.5	B	0.14	15.3	B	0.14	15.3	B
		INT =			23.1	C		39.1	D		17.9	B		22.4	C		49.4	D		212.1	F		17.8	B		38.7	D
45	Borden Ave &	EB	LT	1.74	369.8	F	2.87	875.6	F *	1.10	98.2	F	1.65	330.9	F *	1.47	251.7	F	2.62	763.3	F *	1.43	234.7	F	2.15	555.3	F *
	Vernon Blvd	WB	T	0.46	26.8	C	0.46	26.8	C	0.56	31.3	C	0.56	31.3	C	0.79	46.0	D	0.79	46.0	D	0.62	31.3	C	0.62	31.3	C
		WB	R	1.01	72.0	E	1.42	231.0	F *	1.16	118.9	F	1.56	291.3	F *	1.33	192.2	F	2.00	487.4	F *	0.87	44.5	D	1.42	227.0	F *
		SB	L	1.33	177.0	F	2.23	576.7	F *	1.07	69.9	E	1.45	228.1	F *	1.03	59.6	E	1.80	383.7	F *	1.01	52.8	D	1.46	232.5	F *
		SB	T	0.40	16.9	B	0.64	16.5	B	0.37	18.5	B	0.50	15.8	B	0.53	22.8	C	0.76	20.0	B	0.59	23.3	C	0.82	22.4	C
		INT =			205.9	F		580.2	F		86.2	F		255.7	F		147.6	F		494.2	F		99.7	F		303.4	F
46	Van Dam St &	EB	LT	0.40	28.8	C	0.41	28.6	C	0.38	24.1	C	0.38	24.1	C	0.56	31.7	C	0.56	31.7	C	0.25	26.6	C	0.25	26.6	C
	Borden Ave EB	NB	TR	0.36	37.9	D	0.36	37.9	D	0.27	26.2	C	0.27	26.2	C	0.30	36.7	D	0.30	36.7	D	0.15	34.7	C	0.15	34.7	C
		SB	L	0.74	6.6	A	0.90	8.4	A	0.57	2.8	A	0.63	3.1	A	0.70	7.0	A	0.83	9.6	A	0.69	3.3	A	0.78	4.2	A
		SB	LT	0.53	0.8	A	0.61	0.8	A	0.50	0.8	A	0.52	0.7	A	0.49	0.9	A	0.55	0.8	A	0.56	0.4	A	0.60	0.3	A
		INT =			13.3	B		12.8	B		10.3	B		10.0	A		16.7	B		16.3	B		8.1	A		7.9	A
47	Van Dam St &	EB	LT	0.29	37.6	D	0.29	37.6	D	0.45	27.7	C	0.47	28.4	C	0.59	44.7	D	0.61	45.4	D	0.28	37.0	D	0.28	37.0	D
	Hunters Point Ave	WB	LT	1.83	429.6	F	3.07	985.3	F *	0.95	62.0	E	1.31	187.0	F *	1.18	149.0	F	1.75	392.0	F *	1.05	105.7	F	1.60	327.9	F *
		NB	LT	1.00	42.4	D	1.06	57.0	E *	0.91	21.9	C	0.93	24.4	C	0.89	25.4	C	0.94	32.2	C	0.76	14.1	B	0.79	15.7	B
		SB	LT	0.61	3.7	A	0.71	3.9	A	0.78	12.2	B	0.83	13.3	B	0.61	3.3	A	0.70	3.6	A	0.77	17.8	B	0.83	20.6	C
		INT =			112.5	F		320.6	F		25.2	C		53.5	D		38.6	D		98.1	F		29.8	C		79.2	E
48	Van Dam St &	EB	T	1.11	125.5	F	1.27	189.5	F *	0.76	35.0	C	0.80	37.0	D	0.86	15.5	B	0.95	21.7	C	0.71	32.6	C	0.78	35.4	D
	Queens Blvd	EB	R	0.34	0.5	A	0.40	0.5	A	0.33	0.9	A	0.35	0.9	A	0.39	0.4	A	0.43	0.4	A	0.31	0.7	A	0.34	0.8	A
		WB	TR	0.28	9.5	A	0.28	9.5	A	0.21	8.7	A	0.21	8.7	A	0.20	7.7	A	0.20	7.7	A	0.23	8.9	A	0.23	8.9	A
		NB	L	1.14	90.3	F	0.90	29.5	C	0.93	21.1	C	0.96	23.8	C	0.79	23.4	C	0.84	21.6	C	1.02	35.9	D	1.06	47.7	D
		NB	LT	1.11	77.6	E	0.89	28.4	C	0.93	20.7	C	0.95	22.9	C	0.77	23.0	C	0.82	21.3	C	1.02	35.9	D	1.05	46.6	D
		INT =			66.2	E		80.6	F		20.5	C		21.9	C		12.7	B		15.0	B		23.9	C		28.3	C
49	Van Dam St &	EB	T	0.12	13.9	B	0.14	14.1	B	0.40	11.2	B	0.41	11.1	B	0.54	19.0	B	0.55	19.1	B	0.36	20.1	C	0.37	20.2	C
	Thomson Ave	EB	R	0.19	11.2	B	0.19	11.1	B	0.45	4.0	A	0.45	3.9	A	0.42	6.1	A	0.42	6.1	A	0.54	20.2	C	0.54	20.2	C
		NB	L	1.54	307.6	F	2.74	837.4	F *	1.16	138.8	F	1.38	227.1	F *	1.38	242.5	F	1.52	303.7	F *	1.20	151.7	F	1.62	325.8	F *
		NB	TR	1.23	182.5	F	0.99	99.3	F	1.11	117.2	F	1.14	127.9	F *	1.01	105.4	F	1.08	124.2	F *	1.11	113.2	F	1.14	125.8	F *
		SB	T	1.20	171.7	F	1.49	293.0	F *	0.79	50.9	D	0.88	57.0	E *	1.01	79.9	E	1.26	169.0	F *	0.83	52.8	D	0.98	69.9	E *
		SB	R	0.06	57.5	E	0.06	54.7	D	0.07	34.4	C	0.07	33.6	C	0.06	29.4	C	0.06	29.5	C	0.02	34.1	C	0.02	32.8	C
		SWB	R	0.81	51.7	D	0.84	53.9	D	0.44	46.7	D	0.47	47.3	D	0.37	48.9	D	0.38	49.1	D	0.29	44.3	D	0.30	44.5	D
		INT =			136.7	F		271.9	F		64.4	E		81.2	F		69.4	E		101.5	F		69.5	E		102.8	F
50	21st St &	NB	TR	0.44	7.8	A	0.54	8.2	A	0.41	14.3	B	0.50	20.9	C	1.32	182.8	F	1.54	277.8	F *	0.34	11.2	B	0.99	58.6	E *
	Queensboro Bridge Off-Ramp	SB	LT	0.72	6.5	A	0.86	5.2	A	0.38	27.7	C	0.41	30.3	C	0.49	20.6	C	0.72	26.7	C	0.43	26.8	C	0.42	14.2	B
		WB	LR							0.66	25.0	C	0.73	28.0	C	0.47	27.8	C	0.50	27.1	C	0.81	32.3	C	0.46	31.2	C
		INT =			7.1	A		6.7	A		22.3	C		26.2	C		94.4	F		133.3	F		24.9	C		38.2	D
51	21st St &	WB	LT	2.24	612.5	F	2.12	559.3	F	1.52	297.8	F	2.00	512.3	F *	1.92	473.3	F	2.49	726.1	F *	2.22	607.1	F	3.09	995.4	F *
	Queens Plaza N	NB	LT	0.49	10.9	B	0.55	11.3	B	0.53	11.6	B	0.62	11.1	B	0.80	12.8	B	1.30	155.7	F *	0.60	13.0	B	0.76	14.7	B
		SB	TR	0.63	12.2	B	0.78	14.2	B	0.42	8.1	A	0.49	9.2	A	0.52	10.8	B	0.64	12.5	B	0.49	9.1	A	0.59	9.9	A
		INT =			175.4	F		151.3	F		71.7	E		126.9	F		110.5	F		224.5	F		169.6	F		294.6	F
53	11th St &	EB	LT	0.48	12.0	B	0.72	17.1	B	0.30	20.9	C	0.42	21.7	C	0.36	12.8	B	0.60	16.8	B	0.25	21.3	C	0.41	21.8	C
	Queens Plaza S	WB	LT	0.22	15.3	B	0.39	15.9	B	0.26	8.8	A	0.42	10.6	B	0.47	15.9	B	0.73	20.4	C	0.29	8.5	A	0.47	11.0	B
		NB	LT	0.59	18.3	B	0.85	29.9	C	0.44	15.5	B	0.58	17.9	B	0.58	17.9	B	0.83	28.0	C	0.48	15.9	B	0.68	20.4	C
		INT =			15.0	B		21.6	C		15.2	B		16.5	B		15.6	B		21.9	C		15.1	B		17.5	B
55	21st St &	EB	LT	0.76	49.4	D	0.84	52.8	D	0.73	52.0	D	0.92	77.3	E *	1.00	97.2	F	1.51	292.5	F *	0.61	21.3	C	0.82	59.0	E *
	Queens Plaza S	NB	LT	0.33	7.9	A	0.46	10.1	B	0.48	5.7	A	0.58	6.9	A	0.90	25.0	C	1.23	133.3	F *	0.54	8.5	A	0.67	11.1	B
		SB	LT	0.75	12.2	B	1.14	79.9	E *	0.63	8.3	A	0.87	16.6	B	1.13	42.4	D	2.40	263.3	F *	0.68	15.9	B	0.94	19.6	B
		INT =			15.0	B		55.8	E		15.2	B		19.7	B		39.9	D		204.4	F		13.2	B		20.0	B
56	Queens Plaza S &	EB	T	0.81	68.2	E	0.81	68.5	E	0.58	49.4	D	0.58	49.4	D	1.03	106.6	F	1.10	131.3	F *	0.53	48.3	D	0.53	48.4	D
	Jackson Ave	EB	R	0.16	50.1	D	0.16	50.1	D	0.30	45.7	D	0.30	45.7	D	0.34	55.4	E	0.34	55.4	E	0.30	45.7	D	0.30	45.7	D
		WB	LT	0.39	42.4	D	0.45	43.6	D	0.28	33.6	C	0.32	34.3	C	0.26	39.9	D	0.35	41.4	D	0.27	33.4	C	0.32	34.3	C
		NB	LT	0.88	59.1	E	0.88	47.9	D	0.79	36.9	D	0.82	38.7	D	0.92	29.9	C	0.97	38.6	D	1.12	102.9	F	1.15	116.9	F *
		SB	T	0.85	45.4	D	0.95	57.6	E *	0.85	52.5	D	0.88	53.7	D	1.01	71.1	E	1.06	84.4	F *	1.13	122.4	F	1.24	165.0	F *
		SEB	R	0.12	26.0	C	0.16	26.8	C	0.40	40.0	D	0.45	41.1	D	0.27	29.5	C	0.43	33.9	C	0.35	38.2	D	0.39	39.5	D
		SEB	R2	0.75	44.9	D	0.76	45.3	D	0.66	47.3	D	0.66	46.3	D	0.56	36.6	D	0.58	37.4	D	0.54	41.7	D	0.54	41.7	D
		INT =			52.4	D		52.5	D		44.4	D		45.2	D		58.0	E		68.2	E		87.6	F		105.2	F

Table G-3

LIC Rezoning With-Action Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			No-Action Weekday Midday			With-Action Weekday Midday			No-Action Weekday PM			With-Action Weekday PM			No-Action Saturday			With-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
57	Vernon Blvd &	WB	L	0.14	26.1	C	0.38	32.5	C	0.15	16.9	B	0.36	19.5	B	0.14	22.9	C	0.47	26.9	C	0.12	16.5	B	0.35	18.8	B
	Queens Plaza S	WB	R	0.28	28.9	C	0.28	31.2	C	0.43	21.0	C	0.43	21.2	C	0.60	32.6	C	0.61	30.8	C	0.37	20.2	C	0.37	19.9	B
		NB	TR	0.57	9.5	A	0.76	15.7	B	0.60	9.7	A	0.69	12.2	B	0.67	10.7	B	0.74	13.4	B	0.42	5.4	A	0.56	8.9	A
		SB	L	0.52	12.7	B	0.68	20.7	C	0.32	9.4	A	0.38	10.7	B	0.48	13.3	B	0.56	16.7	B	0.35	9.0	A	0.43	10.8	B
		SB	T	0.61	12.0	B	0.61	12.0	B	0.43	9.0	A	0.43	9.1	A	0.46	9.4	A	0.48	9.6	A	0.43	9.0	A	0.44	9.1	A
		INT =			13.0	B		17.7	B		11.2	B		13.0	B		14.5	B		16.8	B		9.5	A		11.5	B
58	Thomson Ave &	WB	T	0.48	21.2	C	1.14	104.6	F *	0.22	17.0	B	0.38	19.5	B	0.53	22.2	C	0.63	24.7	C	0.21	17.2	B	0.32	18.6	B
	44th Dr	WB	R	0.23	17.2	B	0.33	18.4	B	0.23	17.7	B	0.25	17.4	B	0.26	17.6	B	0.28	17.7	B	0.14	16.3	B	0.15	16.4	B
		SB	LR	0.41	23.0	C	0.45	23.6	C	0.33	21.9	C	0.35	22.3	C	0.47	23.9	C	0.52	24.6	C	0.25	21.1	C	0.27	21.3	C
		INT =			21.1	C		62.7	E		19.6	B		20.2	C		21.9	C		23.1	C		18.9	B		19.3	B
59	Thomson Ave &	EB	T							0.31	30.5	C	0.31	30.5	C	0.59	48.9	D	0.63	49.9	D	0.28	42.3	D	0.29	42.5	D
	Queensboro Bridge Off-Ramp	WB	T	Analyzed as unsignalized intersection			Analyzed as unsignalized intersection			0.29	29.7	C	0.29	29.7	C	0.67	57.6	E	0.76	61.3	E	0.27	30.7	C	0.35	31.8	C
		SB	LR							0.91	37.2	D	0.91	37.2	D	1.15	105.5	F	1.15	105.5	F	1.07	73.4	E	1.07	73.4	E
		INT =									35.9	D		36.2	D		80.4	F		80.4	F		62.7	E		61.4	E
61	Skillman Ave &	EB	TR	0.21	17.6	B	0.22	17.8	B	0.52	18.2	B	0.53	18.4	B	0.75	23.6	C	0.76	24.2	C	0.64	26.8	C	0.64	26.8	C
	Thomson Ave	WB	LT	0.78	23.4	C	1.00	42.8	D	0.40	6.2	A	0.45	7.4	A	0.57	15.6	B	0.61	16.8	B	0.35	16.5	B	0.38	17.0	B
		NB	L	1.18	148.3	F	1.18	148.3	F	0.93	64.8	E	0.93	64.8	E	0.68	48.2	D	0.68	48.2	D	0.71	49.8	D	0.71	49.8	D
		NB	TR	0.29	33.5	C	0.29	33.5	C	0.38	28.9	C	0.38	28.9	C	0.38	39.2	D	0.38	39.2	D	0.29	37.1	D	0.29	37.1	D
		SB	T	1.07	142.0	F	1.07	142.0	F	0.51	48.2	D	0.51	48.2	D	0.33	58.4	E	0.33	58.4	E	0.21	55.8	E	0.21	55.8	E
		SB	R	0.86	85.6	F	0.86	85.6	F	0.40	45.9	D	0.40	45.9	D	0.34	60.2	E	0.34	60.2	E	0.49	65.2	E	0.49	65.2	E
		INT =			53.8	D		60.9	E		24.0	C		23.7	C		25.2	C		25.7	C		28.6	C		28.4	C
62	Jackson Ave &	WB	L	0.83	68.5	E	1.21	168.7	F *	0.49	45.5	D	0.62	50.9	D	0.80	113.3	F	1.14	136.6	F *	0.42	42.4	D	0.47	43.8	D
	Thomson Ave	WB	R	0.53	46.6	D	2.01	511.7	F *	0.17	37.3	D	0.37	41.4	D	0.19	33.7	C	0.36	37.0	D	0.17	37.2	D	0.40	42.0	D
		NB	T	0.25	11.2	B	0.26	11.4	B	0.29	12.4	B	0.30	12.6	B	0.38	14.5	B	0.40	14.7	B	0.28	12.3	B	0.30	12.5	B
		SB	T	0.42	5.5	A	0.44	6.9	A	0.29	5.4	A	0.31	7.3	A	0.29	7.4	A	0.32	10.7	B	0.33	4.8	A	0.35	5.5	A
		INT =			17.4	B		168.8	F		14.6	B		18.1	B		34.5	C		40.4	D		13.5	B		15.8	B
63	Van Dam St &	WB	TR	0.96	45.6	D	1.02	59.2	E *	0.97	31.0	C	0.95	36.8	D	0.81	31.7	C	0.91	38.1	D	1.03	32.5	C	1.03	39.3	D
	Borden Ave WB	NB	LT	0.28	6.0	A	0.30	6.6	A	0.19	1.3	A	0.19	1.3	A	0.19	1.7	A	0.20	1.9	A	0.09	0.3	A	0.09	0.4	A
		SB	TR	0.95	50.6	D	1.11	93.5	F *	0.91	29.8	C	0.97	37.1	D	0.84	40.1	D	0.96	52.7	D	0.99	44.0	D	1.08	73.6	E *
		INT =			44.2	D		68.2	E		28.4	C		34.4	C		32.4	C		41.0	D		36.3	D		52.7	D
64	Van Dam St &	WB	TR	1.07	107.7	F	1.07	107.7	F	0.99	76.9	E	0.99	76.9	E	0.84	59.0	E	0.84	59.0	E	0.74	51.2	D	0.74	51.2	D
	Gale Avenue	NB	LT	0.55	22.1	C	0.55	21.4	C	0.60	13.4	B	0.60	12.9	B	0.46	22.6	C	0.46	21.3	C	0.55	32.2	C	0.55	30.6	C
		SB	TR	0.54	3.6	A	0.64	3.7	A	0.56	5.5	A	0.59	5.5	A	0.53	4.2	A	0.61	4.5	A	0.59	3.5	A	0.65	3.5	A
		INT =			30.7	C		28.6	C		21.2	C		20.6	C		19.4	B		18.1	B		19.4	B		18.1	B

Table G-3

LIC Rezoning With-Action Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			No-Action Weekday Midday			With-Action Weekday Midday			No-Action Weekday PM			With-Action Weekday PM			No-Action Saturday			With-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Unsignalized Intersections																											
2	10th St &	EB	LT		8.7	A		9.9	A		8.3	A		8.5	A		8.2	A		8.6	A		7.8	A		8.1	A
	43rd Ave	WB	TR		8.6	A		10.4	B		8.4	A		8.8	A		8.2	A		9.0	A		7.6	A		8.1	A
		NB	LTR		8.5	A		11.7	B		8.0	A		8.6	A		8.3	A		9.3	A		7.6	A		8.3	A
		INT =			8.6	A		10.8	B		8.2	A		8.7	A		8.2	A		9.0	A		7.7	A		8.1	A
4	12th St &	EB	TR	0.06	0.0	A	0.09	0.0	A	0.05	0.0	A	0.08	0.0	A	0.08	0.0	A	0.13	0.0	A	0.03	0.0	A	0.05	0.0	A
	43rd Ave	WB	LT	0.01	0.6	A	0.03	1.3	A	0.00	0.3	A	0.01	0.5	A	0.02	1.0	A	0.03	1.2	A	0.01	0.7	A	0.02	0.9	A
		SB	LTR	0.03	11.1	B	0.87	191.3	F	0.05	10.5	B	1.11	323.0	F	0.08	11.4	B	1.57	393.3	F *	0.01	10.7	B	0.08	16.3	C
		INT =			1.0	A		18.7	C		1.3	A		36.5	E		1.9	A		73.0	F		0.8	A		1.9	A
5	13th St &	EB	LTR	0.00	0.5	A	0.01	0.5	A	0.02	1.7	A	0.03	1.7	A	0.01	0.4	A	0.01	0.3	A	0.00	0.8	A	0.01	0.6	A
	43rd Ave	WB	LTR	0.02	1.0	A	0.02	1.1	A	0.02	0.8	A	0.03	1.2	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		NB	LTR	0.04	13.3	B	0.16	43.6	E	0.07	14.4	B	0.35	67.0	F	0.06	14.1	B	0.24	51.3	F	0.02	10.7	B	0.03	14.6	B
		INT =			1.5	A		2.2	A		2.2	A		6.0	A		0.9	A		1.8	A		0.8	A		0.7	A
8	Vernon Blvd &	WB	LR	0.21	14.2	B	0.49	32.9	D	0.21	13.7	B	0.72	64.2	F *	0.29	15.3	C	0.95	99.7	F *	0.14	11.8	B	0.38	25.0	C
	43rd Ave	NB	TR	0.23	0.0	A	0.31	0.0	A	0.26	0.0	A	0.30	0.0	A	0.27	0.0	A	0.30	0.0	A	0.18	0.0	A	0.24	0.0	A
		SB	LT	0.12	3.2	A	0.20	4.9	A	0.08	2.3	A	0.15	4.3	A	0.08	2.3	A	0.13	3.5	A	0.08	2.3	A	0.12	3.1	A
		INT =			3.1	A		5.5	A		2.5	A		9.2	A		3.1	A		15.9	C		2.4	A		4.1	A
9	10th St &	WB	TR	0.08	10.7	B	0.19	18.9	C	0.09	10.7	B	0.25	24.3	C	0.11	11.5	B	0.27	24.1	C	0.13	15.3	C	0.27	31.3	D
	43rd Rd	NB	LT	0.01	1.1	A	0.02	0.9	A	0.01	1.8	A	0.02	1.6	A	0.01	1.2	A	0.04	2.0	A	0.00	0.7	A	0.01	0.9	A
		INT =			3.8	A		3.4	A		5.5	A		8.2	A		4.8	A		6.8	A		6.7	A		8.5	A
10	9th St &	WB	LT	0.01	1.6	A	0.01	1.4	A	0.01	1.3	A	0.01	1.3	A	0.00	0.6	A	0.01	0.4	A	0.00	0.9	A	0.00	0.8	A
	43rd Rd	SB	LTR	0.08	9.8	A	0.19	12.0	B	0.05	9.5	A	0.16	13.9	B	0.05	9.9	A	0.16	13.1	B	0.03	9.3	A	0.11	11.4	B
		INT =			5.8	A		8.1	A		3.9	A		7.4	A		3.3	A		5.7	A		3.7	A		6.6	A
12	10th St &	EB	LT	0.15	12.1	B	8.14	3754.6	F *	0.12	11.5	B	6.82	3364.3	F *	0.12	12.9	B	19.66	9634.2	F *	0.08	12.6	B	4.03	1730.3	F *
	44th Ave	NB	TR	0.10	0.0	A	0.35	0.0	A	0.06	0.0	A	0.16	0.0	A	0.09	0.0	A	0.18	0.0	A	0.05	0.0	A	0.12	0.0	A
		INT =			4.1	A		3436.5	F		4.8	A		5017.7	F		3.6	A		5731.6	F		3.8	A		4682.1	F
15	9th St &	EB	TR	0.07	0.0	A	0.24	0.0	A	0.04	0.0	A	0.21	0.0	A	0.04	0.0	A	0.35	0.0	A	0.03	0.0	A	0.12	0.0	A
	44th Ave	SB	LT	0.05	10.3	B	0.29	21.1	C	0.05	10.3	B	0.25	20.3	C	0.04	10.2	B	0.44	39.2	E	0.02	9.9	A	0.13	13.9	B
		INT =			2.6	A		3.9	A		3.4	A		3.7	A		3.5	A		4.7	A		2.8	A		3.2	A
16	Vernon Blvd &	NB	TR	0.24	0.0	A				0.25	0.0	A				0.26	0.0	A				0.18	0.0	A			
	44th Ave	SB	LT	0.02	0.7	A	Analyzed as signalized intersection			0.02	0.5	A	Analyzed as signalized intersection			0.01	0.4	A	Analyzed as signalized intersection			0.00	0.2	A	Analyzed as signalized intersection		
		EB	LT																								
		INT =			0.4	A					0.3	A					0.2	A					0.1	A			
17	10th St &	EB	LT	0.07	6.2	A	1.48	368.9	F *	0.01	1.0	A	0.17	8.8	A	0.01	0.6	A	0.39	35.1	E *	0.01	1.1	A	0.32	26.7	D
	44th Dr	WB	TR	0.12	0.0	A	0.37	0.0	A	0.13	0.0	A	0.24	0.0	A	0.12	0.0	A	0.30	0.0	A	0.09	0.0	A	0.22	0.0	A
		NB	LTR	0.66	51.4	F	8.86	3754.6	F *	0.44	25.2	D	7.99	3364.3	F *	0.76	66.1	F *	21.54	9634.2	F *	0.65	49.9	E	2.00	9634.2	F *
		INT =			16.3	C		3026.6	F		7.8	A		2927.7	F		21.6	C		2688.8	F		20.0	C		3022.3	F
21	5th St &	EB	TR	0.02	0.0	A				0.03	0.0	A				0.02	0.0	A				0.01	0.0	A			
	44th Dr	WB	LR	0.00	1.1	A	0.22	9.6	A	0.01	2.9	A	0.25	10.8	B	0.01	2.2	A	0.60	22.6	C	0.00	2.4	A	0.52	19.0	C
		NB	LR	0.00	0.0	A				0.00	0.0	A				0.01	9.3	A				0.00	0.0	A			
		INT =			0.6	A		9.6	A		1.0	A		10.8	B		1.7	A		22.6	C		1.5	A		19.0	C
24	10th St &	WB	TR		8.2	A		11.3	B		7.9	A		9.6	A		7.9	A		9.5	A		7.3	A		8.3	A
	44th Rd	NB	LT		8.3	A		16.0	C		8.0	A		9.9	A		8.2	A		10.2	B		7.5	A		8.6	A
		INT =			8.3	A		14.4	B		7.9	A		9.8	A		8.1	A		9.9	A		7.4	A		8.5	A
27	Vernon Blvd &	EB	LR	0.07	28.1	D	686.76	323920.2	F *	0.07	27.2	D	368.01	179063.3	F *	0.13	35.3	E	6630.53	3183210.0	F *	0.03	26.7	D	556.67	266780.8	F *
	45th Ave (EB)	NB	T	0.18	0.0	A	0.42	0.0	A	0.20	0.0	A	0.35	0.0	A	0.23	0.0	A	0.40	0.0	A	0.16	0.0	A	0.33	0.0	A
		SB	T	0.34	0.0	A	0.51	0.0	A	0.31	0.0	A	0.45	0.0	A	0.32	0.0	A	0.64	0.0	A	0.29	0.0	A	0.45	0.0	A
		INT =			0.4	A		1685.9	F		0.4	A		1206.3	F		0.7	A		1179.0	F		0.2	A		1509.8	F
28	Vernon Blvd &	WB	LR	0.40	30.4	D	2430.00	1163951.0	F *	0.57	48.8	E	1730.00	848542.3	F *	0.39	39.0	E	1730.00	848542.3	F *	0.26	22.5	C	1600.00	789930.4	F *
	45th Ave (WB)	SB	LT	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		INT =			30.4	D		1163951.0	F		48.8	E		848542.3	F		39.0	E		848542.3	F		22.5	C		789930.4	F
29	Vernon Blvd &	NB	TR	0.25	0.0	A	0.56	0.0	A	0.28	0.0	A	0.45	0.0	A	0.32	0.0	A	0.54	0.0	A	0.23	0.0	A	0.44	0.0	A
	45th Rd	SB	LT	0.10	2.7	A	0.53	49.0	E *	0.11	2.9	A	0.39	22.1	C	0.09	2.3	A	0.55	61.5	F *	0.05	1.5	A	0.37	34.2	D
		INT =			1.6	A		26.7	D		1.6	A		12.1	B		1.2	A		35.7	E		0.8	A		19.1	C
42	Borden Ave &	EB	LT	0.01	0.5	A	0.01	0.5	A	0.01	0.9	A	0.02	0.9	A	0.01	0.3	A	0.01	0.4	A	0.01	0.6	A	0.01	0.7	A
	23rd St	NB	TR	0.35	0.0	A	0.41	0.0	A	0.34	0.0	A	0.39	0.0	A	0.47	0.0	A	0.60	0.0	A	0.39	0.0	A	0.51	0.0	A
		SB	LR	0.13	14.1	B	0.14	15.4	C	0.08	13.9	B	0.09	15.1	C	0.11	19.5	C	0.19	32.4	D	0.04	12.5	B	0.05	14.8	B
		INT =			1.1	A		1.1	A		0.8	A		0.8	A		0.6	A		0.9	A		0.4	A		0.4	A
44	Borden Ave &	EB	LT	0.05	2.3	A	0.05	2.5	A	0.03	1.5	A	0.03	1.6	A	0.07	2.2	A	0.08	2.8	A	0.01	1.2	A	0.02	1.3	A
	27th St	WB	TR	0.58	0.0	A	0.65	0.0	A	0.52	0.0	A	0.57	0.0	A	0.71	0.0	A	0.84	0.0	A	0.44	0.0	A	0.56	0.0	A
		SB	LR	0.50	36.0	E	0.60	49.4	E *	0.46	25.4	D	0.53	31.4	D	0.80	77.8	F *	1.10	178.3	F *	0.45	19.9	C	0.59	30.4	D
		INT =			3.5	A		4.3	A		3.4	A		3.9	A		6.9	A		13.6	B		3.8	A		4.8	A

Table G-3

LIC Rezoning With-Action Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			No-Action Weekday Midday			With-Action Weekday Midday			No-Action Weekday PM			With-Action Weekday PM			No-Action Saturday			With-Action Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
52	10th St &	EB	L	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
	Queens Plaza S	EB	T	0.11	0.0	A	0.14	0.0	A	0.08	0.0	A	0.09	0.0	A	0.08	0.0	A	0.08	0.0	A	0.07	0.0	A	0.10	0.0	A
		WB	T	0.05	0.0	A	0.11	0.0	A	0.08	0.0	A	0.13	0.0	A	0.12	0.0	A	0.18	0.0	A	0.07	0.0	A	0.12	0.0	A
		WB	R	0.03	0.0	A	0.05	0.0	A	0.04	0.0	A	0.07	0.0	A	0.06	0.0	A	0.09	0.0	A	0.04	0.0	A	0.06	0.0	A
		NB	LTR	0.16	10.9	B	0.61	30.6	D	0.08	10.1	B	0.42	27.4	D	0.15	10.6	B	0.73	32.8	D	0.08	9.8	A	0.19	11.3	B
		SB	LR	0.03	11.9	B	0.09	24.6	C	0.01	12.2	B	0.03	22.9	C	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		INT =			2.6	A		8.2	A		1.5	A		4.9	A		1.9	A		10.5	B		1.5	A		2.2	A
54	13th St &	EB	T	0.17	0.0	A	0.19	0.0	A	0.10	0.0	A	0.12	0.0	A	0.15	0.0	A	0.22	0.0	A	0.10	0.0	A	0.14	0.0	A
	Queens Plaza S	WB	T	0.09	0.0	A	0.18	0.0	A	0.14	0.0	A	0.21	0.0	A	0.22	0.0	A	0.32	0.0	A	0.14	0.0	A	0.23	0.0	A
		NB	LR	0.08	14.7	B	1.87	771.9	F	0.13	17.4	C	1.81	706.3	F	0.19	21.8	C	3.20	1417.2	F	0.05	20.0	C	0.18	62.4	F
		INT =			0.9	A		50.0	E		1.7	A		54.3	F		1.6	A		543.5	F		0.6	A		1.4	A
59	Thomson Ave &	EB	LT	0.00	0.0	A	0.00	0.0	A																		
	Queensboro Bridge Off-Ramp	EB	T	0.17	0.0	A	0.18	0.0	A																		
		WB	T	0.22	0.0	A	0.43	0.0	A	Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection		
		WB	TR	0.55	0.0	A	0.66	0.0	A																		
		INT =			0.0	A		0.0	A																		
60	Thomson Ave &	EB	T	0.12	0.0	A	0.13	0.0	A	0.34	0.0	A	0.34	0.0	A	0.50	0.0	A	0.50	0.0	A	0.41	0.0	A	0.41	0.0	A
	Queensboro Bridge On-Ramp	EB	T	0.12	0.0	A	0.13	0.0	A	0.34	0.0	A	0.34	0.0	A	0.50	0.0	A	0.50	0.0	A	0.41	0.0	A	0.41	0.0	A
		WB	T	0.47	0.0	A	0.66	0.0	A	0.13	0.0	A	0.17	0.0	A	0.20	0.0	A	0.23	0.0	A	0.10	0.0	A	0.13	0.0	A
		WB	TR	0.44	0.0	A	0.54	0.0	A	0.24	0.0	A	0.26	0.0	A	0.26	0.0	A	0.28	0.0	A	0.26	0.0	A	0.27	0.0	A
		WB	R	0.41	0.0	A	0.41	0.0	A	0.35	0.0	A	0.35	0.0	A	0.32	0.0	A	0.32	0.0	A	0.41	0.0	A	0.41	0.0	A
		INT =			0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A
65	5th St &	WB	R				0.11	0.0	A										0.17	0.0	A						
	44th Rd	NB	T	Does not exist in No-Action scenario			0.05	10.3	B	Does not exist in No-Action scenario			0.05	10.4	B	Does not exist in No-Action scenario			0.04	11.0	B	Does not exist in No-Action scenario			0.02	10.5	B
		INT =						1.5	A					1.5	A					1.0	A					0.5	A

Notes:

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

L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume-to-capacity ratio

Sec/veh - seconds per vehicle

LOS - level of service

* - Denotes an impacted movement (With-Action LOS E with delay 5 sec >= No-Action delay, or With-Action F with delay 4 sec >= No-Action delay)

Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

Table G-4

LIC Rezoning With-Action with Mitigation Traffic Conditions LOS Table

	Intersections	Approach	Lane Group	No-Action Weekday AM			With-Action Weekday AM			With-Action Weekday AM with Mitigation			No-Action Weekday Midday			With-Action Weekday Midday			With-Action Weekday Midday with Mitigation			No-Action Weekday PM			With-Action Weekday PM			With-Action Weekday PM with Mitigation			No-Action Saturday			With-Action Saturday			With-Action Saturday with Mitigation		
				V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Signalized Intersections																																						
1	21st St & 41st Ave	EB	LT	0.96	110.4	F	0.98	113.7	F	0.77	68.2	F	0.73	70.1	E	0.75	71.7	E	0.75	71.7	E	0.77	75.1	E	0.81	81.5	F *	0.81	81.5	F *	0.63	60.2	E	0.66	62.6	E	0.66	62.6	E
		NB	LT	0.62	13.1	B	0.67	12.2	B	0.64	10.1	A	0.85	18.2	B	0.89	19.1	B	0.89	19.1	B	1.15	86.0	F *	1.25	131.2	F *	1.25	131.2	F *	0.85	11.6	B	0.88	12.2	B	0.88	13.0	B
		NB	R	1.30	159.1	F	1.07	75.6	E	1.00	53.5	C	0.68	14.8	B	1.02	54.2	D	1.02	54.2	D	0.96	30.2	C	2.04	485.1	F *	2.04	485.1	F *	0.54	7.4	A	1.39	190.0	F *	1.39	190.3	F *
		SB	L	0.39	11.2	B	0.38	11.5	B	0.54	21.2	B	0.41	15.5	B	0.45	17.4	B	0.45	17.4	B	0.67	41.2	D	1.08	138.8	F *	1.08	138.8	F *	0.46	17.5	B	0.57	21.3	C	0.57	21.3	C
		SB	T	1.05	62.5	E	1.25	137.8	F *	1.38	199.0	F *	0.79	21.6	C	0.91	33.0	C	0.91	33.0	C	0.88	27.6	C	1.07	71.9	E *	1.07	71.9	E *	0.87	27.5	C	1.01	54.2	D	1.01	54.2	D
		SB	R	0.13	7.3	A	0.15	7.6	A	0.17	11.1	A	0.12	7.7	A	0.15	8.2	A	0.15	8.2	A	0.15	7.4	A	0.17	7.7	A	0.17	7.7	A	0.12	7.7	A	0.17	8.4	A	0.17	8.4	A
		INT =			69.7	E		90.6	F		115.9	F		22.1	C		32.7	C		32.7	C		54.1	D		177.9	F		177.9	F		20.6	C		60.8	E		61.1	E
3	11th St & 43rd Ave	EB	LT	0.44	26.1	C	0.63	32.8	C	0.63	32.8	C	0.36	24.7	C	0.57	31.9	C	0.55	30.3	C	0.33	23.9	C	0.44	26.4	C	0.44	26.4	C	0.28	22.9	C	0.34	24.1	C	0.34	24.1	C
		WB	LT	0.48	27.3	C	0.87	51.0	D	0.87	51.0	D	0.58	30.8	C	0.88	58.9	E *	0.85	52.1	D	0.71	36.9	D	1.37	214.5	F *	1.37	214.5	F *	0.34	24.4	C	0.52	28.6	C	0.52	28.6	C
		NB	LT	0.56	7.0	A	0.84	17.2	B	0.84	17.2	B	0.44	6.9	A	0.66	14.6	B	0.67	16.0	B	0.64	8.1	A	1.02	41.1	D	1.02	32.9	C	0.51	6.7	A	0.69	14.5	B	0.69	14.4	B
		SB	LT	0.17	10.8	B	0.17	10.8	B	0.17	10.8	B	0.17	10.9	B	0.19	11.1	B	0.20	11.6	B	0.29	12.1	B	0.34	12.8	B	0.34	12.8	B	0.21	11.2	B	0.24	11.5	B	0.24	11.5	B
		INT =			15.4	B		27.8	C		27.8	C		17.3	B		28.5	C		27.1	C		17.8	B		82.0	F		78.3	E		13.1	B		17.8	B		17.8	B
6	21st St & 43rd Ave	EB	LT	0.39	36.4	D	0.79	63.0	E *		42.4	D	0.20	31.8	C	0.42	37.6	D		31.2	C	0.40	35.8	D	1.25	180.3	F *		42.8	D	0.15	30.8	C	0.23	32.3	C		30.5	C
		EB	LT							0.63	53.9	D							0.26	33.0	C							0.74	55.2	E							0.13	30.8	C
		EB	TR							0.19	30.1	C							0.17	29.9	C							0.35	31.5	C							0.12	30.4	C
		WB	LT	0.95	77.1	E	1.48	272.1	F *		54.8	D	0.61	43.0	D	0.92	76.9	E *		41.6	D	1.12	127.8	F	1.36	225.4	F *		44.1	D	0.52	39.5	D	0.73	49.9	D		36.0	D
		WB	L							0.65	50.6	D							0.66	52.4	D							0.74	57.2	E							0.46	39.3	D
		WB	TR							0.84	56.2	E							0.31	32.2	C							0.56	36.9	D							0.28	32.9	C
		NB	LT	0.76	22.5	C	1.17	107.8	F *	0.69	20.4	C	0.65	24.1	C	0.79	28.4	C	0.45	18.0	B	0.62	17.4	B	0.86	25.7	C	0.50	14.7	B	0.46	18.8	B	0.61	21.3	C	0.33	15.4	B
		SB	LT	0.40	4.2	A	0.54	6.2	A	0.56	6.2	A	0.48	8.8	A	0.59	12.6	B	0.61	12.6	B	0.69	20.4	C	0.94	33.4	C	1.01	48.4	D	0.58	11.1	B	0.74	18.6	B	0.73	16.9	B
		INT =			29.0	C		110.6	F		25.7	C		20.9	C		30.1	C		20.4	C		40.4	D		83.2	F		37.3	D		17.8	B		24.3	C		19.7	B
7	Purves St/43rd Ave & Jackson Ave	EB	L	0.48	20.0	B	0.73	33.3	C	0.73	32.5	C	0.50	23.3	C	0.57	26.4	C	0.57	27.1	C	0.48	27.3	C	0.62	32.6	C	0.62	33.0	C	0.59	27.7	C	0.73	37.3	D	0.73	38.3	D
		EB	TR	0.34	12.4	B	0.41	10.7	B	0.41	11.0	B	0.33	15.3	B	0.36	15.0	B	0.36	15.8	B	0.35	20.3	C	0.39	19.8	B	0.39	20.2	C	0.33	14.1	B	0.37	13.7	B	0.37	14.6	B
		WB	LT	0.71	28.6	C	0.76	30.3	C	0.76	30.3	C	0.61	25.4	C	0.65	26.6	C	0.65	26.6	C	0.55	23.8	C	0.62	25.7	C	0.62	25.7	C	0.62	25.5	C	0.67	27.0	C	0.67	27.0	C
		NB	LT	0.09	41.5	D	0.09	41.5	D	0.09	41.4	D	0.28	45.7	D	0.29	45.8	D	0.28	45.5	D	0.16	42.7	D	0.16	42.7	D	0.16	42.6	D	0.43	50.5	D	0.44	50.7	D	0.42	49.9	D
		SB	LT	1.45	279.8	F	1.76	415.3	F *		111.5	F	0.96	99.6	F	1.06	128.9	F *		54.2	D	1.39	252.7	F	1.78	423.5	F *		175.0	F	0.74	63.2	E	0.84	75.3	E *		50.9	D
		SB	LT							1.13	186.6	F				0.75	73.6	E										1.38	259.1	F							0.56	54.1	D
		SB	R							0.79	70.0	E				0.45	48.1	D										0.60	55.3	E							0.41	47.0	D
		INT =			62.6	E		82.6	F		36.9	D		32.9	C		37.5	D		28.6	C		62.2	E		96.1	F		51.6	D		27.8	C		30.4	C		27.9	C
11	Vernon Blvd & 43rd Rd	WB	LR	0.24	17.6	B	0.29	18.4	B	0.29	18.4	B	0.25	17.6	B	0.30	18.7	B	0.30	18.7	B	0.25	17.5	B	0.35	19.0	B	0.35	19.0	B	0.24	18.1	B	0.28	18.8	B	0.28	18.8	B
		NB	T	0.47	16.7	B	0.66	14.5	B	0.66	15.7	B	0.49	19.1	B	0.56	14.3	B	0.56	14.3	B	0.50	19.6	B	0.57	15.1	B	0.57	14.9	B	0.34	16.5	B	0.48	15.1	B	0.48	15.0	B
		SB	T	0.61	14.6	B	0.75	17.4	B	0.75	11.6	B	0.47	10.1	B	0.60	11.1	B	0.60	11.1	B	0.48	10.6	B	0.71	13.4	B	0.71	13.4	B	0.42	9.6	A	0.56	10.1	B	0.56	10.1	B
		INT =			15.6	B		16.3	B		13.9	B		14.8	B		13.1	B		13.1	B		15.2	B		14.7	B		14.6	B		13.0	B		12.8	B		12.8	B
13	11th St & 44th Ave	EB	LT	0.31	26.6	C	1.36	216.7	F *		32.4	C	0.26	25.7	C	1.43	244.2	F *		29.8	C	0.21	24.9	C	2.19	581.4	F *		53.9	D	0.15	23.8	C	0.74	43.3	D		30.3	C
		EB	LT							0.71	35.1	D							0.58	29.1	C							0.70	33.1	C							0.52	31.4	C
		EB	R							0.28	23.0	C							0.54	31.1	C							0.98	80.1	F							0.16	24.5	C
		NB	TR	0.58	4.3	B	0.69	17.7	B	0.76	24.0	C	0.42	11.8	B	0.47	12.5	B	0.52	16.2	B	0.57	14.3	B	0.64	16.0	B	0.72	22.5	C	0.47	12.4	B	0.53	13.4	B	0.53	13.4	B
		SB	LT	0.32	4.3	A	0.35	3.8	A	0.39	5.0	A	0.36	4.4	A	0.40	4.2	A	0.44	5.6	A	0.51	7.0	A	0.65	7.5	A	0.74	12.3	B	0.38	6.7	A	0.43	7.0	A	0.43	7.0	A
		INT =			13.1	B		77.2	E		22.3	C		10.6	B		93.4	F		17.9	B		12.0	B		207.6	F		29.9	C		10.9	B		17.6	B		14.8	B
14	21st St & 44th Ave	EB	LT	0.31	16.8	B	0.66	26.6	C	0.66	26.6	C	0.19	15.3	B	0.52	9.6	A	0.52	9.6	A	0.22	15.7	B	0.65	26.9	C	0.65	26.9	C	0.15	14.8	B	0.30	16.9	B	0.30	16.9	B
		NB	TR	0.83	12.0	B	1.02	19.5	B	1.02	19.5	B	0.67	9.3	A	0.73	10.6	B	0.73	10.6	B	0.67	15.0	B	0.82	14.0	B	0.82	14.0	B	0.49	7.3	A	0.61	7.8	A	0.61	7.8	A
		SB	LT	0.73	19.4	B	0.83	23.6	C	0.83	23.6	C	0.73	21.4	C	0.83	26.8	C	0.83	26.8	C	0.97	36.0	D	1.06	47.6	D	1.06	47.6	D	0.83	30.5	C	1.00	52.8	D	1.00	52.8	D
		INT =			15.6	B		22.1	C		22.1	C		15.7	B		19.8	B		19.8	B		26.5	C		32.2	C		32.2	C		21.6	C		34.6	C		34.6	C
16	Vernon Blvd & 44th Ave	EB	LT				1.00	53.8	D	1.00	53.7	D				0.56	18.8	B	0.56	18.8	B				0.88	20.6	C	0.88	20.6	C				0.70	22.2	C	0.72	22.1	C
		NB	TR				2.21	554.0	F *		285.7	F *				1.18	88.6	F *		8.7	A				0.81	7.4	A		6.1	A				0.62	6.0	A		5.8	A
		NB	T	Analyzed as unsignalized intersection						0.57	7.0	A	Analyzed as unsignalized intersection						0.52	6.5	A	Analyzed as unsignalized intersection						0.51	6.2	A	Analyzed as unsignalized intersection						0.42	5.9	A
		NB	R							2.11	510.3	F							0.89	12.7	B							0.45	5.9	A							0.25	5.6	A
		SB	LT				1.64	318.0	F *	0.83	22.3	C				0.73	15.5	B	0.72	18.0	C				0.84	19.9	C	0.84	22.0	C				0.61	11.6	B	0.61	15.6	B
		INT =						379.3	F		159.1	F					48.1	E		14.0	B					15.6	C		16.4	C					11.8	B		13.6	B
18	11th St & 44th Dr	EB	L	0.12	29.4	C	0.83	113.8	F *	0.83	110.4	F *	0.13	29.6	C	0.63	75.7	E *	0.40	39.0	D	0.12	29.5	C	0.91	145.0	F *	0.91	145.0	F *	0.07	28.2	C	0.62	77.2	E *	0.39	39.0	D
		EB	TR	0.44	34.9	C	1.05	107.4	F *	0.81	50.7	D	0.55	38.0	D	0.88	68.5	E *	0.69	39.9	D	0.55	38.3	D	1.14	138.2	F *	1.14	138.2	F *	0.35	32.0	C	0.76	52.7	D	0.59	35.0	C
		WB	L	0.76	68.7	E	1.45	305.0	F *	1.08	149.8	F *	0.71	60.8	E	1.50	320.2	F *	1.14	168.5	F *	0.82	76.3	E	1.69	398.1	F *	1.69	398.1	F *	0.70	60.5	E	1.54	333.9	F *	1.18	183.3	F *
		WB	TR	0.68	45.4	D	2.52	730.9	F *	1.96	475.6	F *	0.56	38.4	D	1.14	130.5	F *	0.88	55.5	E *	0.61	40.5	D	1.40	234.6	F *	1.40	234.6	F *	0.47	34.9	C	1.12	123.0	F *	0.87	52.8	D
		NB	LT	0.60	12.1	B	0.71	16.1	B	0.81	25.9	C	0.50	10.4	B	0.59	12.5	B	0.68	18.8	B	0.59	11.9	B	0.78	19.3	B	0.78	19.3	B	0.47	9.6	A	0.58	11.6	B	0.64	16.5	B
		NB	R	0.13	6.2	A	0.28	8.4	A	0.33	12.0	B	0.12	6.2	A	0.25	8.0	A	0.29	11.4	B	0.17	6.4	A	0.35	9.4	A	0.35	9.4	A	0.14	6.3	A	0.29	8.6	A	0.34	12.4	B
		SB	LT	0.47	16.0	B	0.62	19.4	B	0.71	26.9	C	0.58	18.3	B	0.78	26.0	C	0.90	41.4	D	0.70	21.9	C	1.24	140.2	F *	1.24	140.2	F *	0.46	15.5	B	0.57	17.7	B	0.65	24.0	C
		INT =			23.2	C		260.3	F		172.8	F		23.0	C		66.2	E		44.7	D		24.6	C		134.6	F		134.6	F		19.6	B		62.7	E		39.0	D
19	21st St & 44th Dr	EB	L	0.44	24.7	C	0.96	112.8	F *	0.96	112.8	F *	0.41	23.8	C	0.68	52.1	D	0.68	52.1	D	0.31	20.3	C	0.52	34.6	C	0.49	30.8	C	0.27	19.3	B	0.45	30.1	C	0.45	30.1	C
		EB	TR	0.37	18.9	B	0.52	22.1	C	0.52	22.1	C	0.39	18.7	B	0.49	20.8	C	0.49	20.8	C	0.43	19.3	B	0.56	22.3	C	0.53	20.7	C	0.35	18.0	B	0.44	19.6	B	0.44	19.6	B
		WB	L	0.38	16.4	B	0.53	14.0	B	0.53	15.0	B	0.23	8.1	A	0.39	6.9	A	0.39	8.1	A	0.38	16.7	B	0.62	16.3	B	0.59	16.0	B	0.17	7.5	A	0.28	11.1	B	0.28	11.2	B
		WB	TR	0.66	17.9	B	2.02	472.1	F *	2.02	473.3	F *	0.60	12.1	B	0.97	15.9	B	0.97	17.2	B	0.60	18.8	B	1.06	52.2	D	1.01	34.3	C	0.40	9.2	A	0.75	19.4	B	0.75	19.5	B
		NB	LT	0.97	43.3	D	1.29	159.0	F *		91.5	F *	0.79	20.7	C	0.95	39.0	D		15.6	B	0.99	47.7	D	1.31	167.9	F *		51.5	D	0.73	17.9	B	1.04	59.9	E *		18.1	B
		NB	LT							1.16	105.5	F							0.71	16.9	B							1.02	57.2	E							0.76	19.6	B
		NB	R							0.56	19.9	B							0.22	9.0	A							0.75	31.4	C							0.43	13.0	B
		SB	LT	0.81	25.5	C	0.98	41.2	D	0.82	22.6	C	0.87	19.4	B	1.06	55.4	E *	0.76	11.2	B	1.07	51.3	D	1.32	153.9	F *	0.85	7.9	A	0.91	21.8	C	1.25	127.6	F *	0.77	10.7	B
		SB	R							0.47	17.1	B							0.29	7.3	A							0.91	23.0	C							0.69	12.6	B
		INT =			30.5	C		195.4	F		168.6	F		18.9	B		39.4	D		15.6	B		42.2	D		125.7	F		29.8	C		18.9	B		79.4	E		15.6	B
20	23rd St & 44th Dr	EB	LT	0.92	48.6	D	5.34	1991.8	F *	3.93	1366.8	F *	0.98	64.8	E	1.50	266.2	F *	0.50	212.0	F *	1.58	295.9	F	2.39	652.4	F *	3.19	1020.4	F *	1.13	111.4	F	1.44	231.3	F *	1.44	231.3	F *
		WB	L	0.14	19.4	B	0.15	14.5	B	0.15	15.0	B	0.20	19.7	B	0.21	19.1	B	0.20	18.7	B	0.16	24.0	C	0.17	22.3	C	0.20	24.3	C	0.16	19.0	B	0.16	18.2	B	0.16	18.2	B
		WB	TR	0.68	34.4	C	1.69	340.7	F *	1.61	313.2	F *	0.75	37.7	D	1.09	100.0	F *	1.04	83.9	F *	0.89	64.2	E	1.20	147.1	F *	1.41	235.1	F *	0.51	25.8	C	0.72	33.9	C	0.72	33.9	C
		NB	TR	0.40	17.3	B	0.42	17.7	B	0.44	18.9	B	0.52	19.3	B	0.54	19.8	B	0.57	21.4	C	0.53	19.3	B	0.56	20.3	C	0.50	16.4	B	0.40	16.4	B	0.42	16.8	B	0.42	16.8	B
		SB	LT	0.80	31.4	C	0.90	42.9	D	0.94	51.8	D	0.81	32.4	C	0.89	41.2	D	0.33	49.8	D	0.93	48.2	D	1.10	94.8	F *	0.97	52.3	D	0.57	20.2	C	0.60	21.4	C	0.60	21.4	C
		INT =			33.5	C		555.7	F		421.5	F		38.0	D		105.4	F		90.9	F		112.0	F		243.8	F		352.2	F		47.8	D		86.8	F		86.8	F
22	44th Dr & Jackson Ave	EB	L	0.08	9.0	A	1.05	57.9	E *	0.97	29.5	C	0.17	8.8	A	0.31	11.0	B	0.31	11.0	B	0.11	9.4	A	0.25	10.5	B	0.25	10.5	B	0.11	8.4	A	0.22	9.7	A	0.22	9.7	A
		EB	TR	0.49	17.5	B	0.58	22.6	C	0.63	24.5	C	0.42	11.5	B	0.43	13.6	B	0.43	13.6	B	0.62	15.3	B	0.64	16.7	B	0.64	16.7	B	0.41	11.6	B	0.46	14.4	B	0.46	14.4	B
		WB	L	0.60	15.8	B	0.76	24.6	C	0.70	30.5	C	0.34	10.2	B	0.42	10.6	B	0.42	10.6	B	0.39	14.2	B	0.55	17.1	B	0.55	17.1	B	0.33	9.7	A	0.38	9.9	A	0.38	9.9	A
		WB	TR	0.51	13.8	B	0.53	13.9	B	0.58	18.8	B	0.41	11.8	B	0.43	11.6	B	0.43	11.6	B	0.39	15.0	B	0.44	13.7	B	0.44	13.7	B	0.40	11.3	B	0.45	11.0	B	0.45	11.0	B
		NB	LT	0.43	40.3	D	0.67	49.0	D	0.67	49.0	D	0.27	36.7	D	0.38	39.0	D	0.38	39.0	D	0.39	38.8	D	0.42	39.7	D	0.42	39.7	D	0.20	35.4	D	0.23	35.8	D	0.23	35.8	D
		NB	R	0.31	38.2	D	0.31	38.2	D	0.31	38.2	D	0.38	40.1	D	0.38	40.2	D	0.38	40.2	D	0.42	40.8	D	0.42	40.8	D	0.42	40.8	D	0.28	37.6	D	0.28	37.6	D	0.28	37.6	D
		SB	T	0.44	39.3	D	0.68	39.5	D	0.68	35.2	D	0.40	37.6	D	0.51	37.2	D	0.51	37.2	D	0.53	33.9	C	0.71	35.4	D	0.71	35.3	D	0.37	36.0	D	0.44	33.4	C	0.44	33.4	C
		INT =			21.5	C		30.3	C		28.5	C		18.6	B		19.7	B		19.7	B		21.5	C		22.2	C		22.2	C		16.9	B		17.4	B		17.4	B

Table G-4

LIC Rezoning With-Action with Mitigation Traffic Conditions LOS Table

	Intersections	Approach	Lane Group	No-Action Weekday AM			With-Action Weekday AM			With-Action Weekday AM with Mitigation			No-Action Weekday Midday			With-Action Weekday Midday			With-Action Weekday Midday with Mitigation			No-Action Weekday PM			With-Action Weekday PM			With-Action Weekday PM with Mitigation			No-Action Saturday			With-Action Saturday			With-Action Saturday with Mitigation		
				V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
23	Vernon Blvd &	EB	L	0.04	16.2	B	0.31	27.1	C	0.31	27.1	C	0.08	16.6	B	0.15	19.2	B	0.14	19.2	B	0.08	16.7	B	0.15	19.2	B	0.15	19.2	B	0.00	0.0	A	0.03	16.1	B	0.03	16.1	B
	44th Dr	EB	TR	0.11	16.6	B	0.88	65.6	E *	0.88	65.6	E *	0.13	16.9	B	0.44	26.4	C	0.44	26.4	C	0.10	16.5	B	0.54	30.7	C	0.54	30.7	C	0.04	15.8	B	0.28	20.7	C	0.28	20.7	C
		WB	L	0.43	26.0	C	1.72	397.0	F *	1.72	397.0	F *	0.46	25.3	C	2.56	775.3	F *	2.56	775.3	F *	0.35	22.5	C	2.80	873.3	F *	2.80	873.3	F *	0.42	24.6	C	2.87	911.8	F *	2.87	911.8	F *
		WB	TR	0.84	60.6	E	3.37	1110.0	F *	3.37	1110.0	F *	0.71	42.0	D	1.88	446.0	F *	1.88	446.0	F *	0.69	41.0	D	1.49	267.3	F *	1.49	267.3	F *	0.59	34.4	C	0.99	79.6	E *	0.99	79.6	E *
		NB	LT	0.42	9.8	A	1.63	307.1	F *	1.63	307.1	F *	0.43	9.8	A	1.15	99.7	F *	1.15	99.7	F *	0.51	10.8	B	1.73	352.6	F *	1.74	352.6	F *	0.33	8.5	A	1.21	123.5	F *	1.21	123.5	F *
		SB	LT	0.79	13.2	B	1.28	139.4	F *	1.28	139.4	F *	0.70	10.7	B	1.12	75.9	E *	1.12	75.9	E *	0.73	11.1	B	1.45	213.5	F *	1.45	213.5	F *	0.54	8.2	A	0.94	24.3	C	0.94	24.3	C
		INT =			18.5	B		355.2	F		355.2	F		15.2	B		177.7	F		177.7	F		14.6	B		309.3	F		309.3	F		12.1	B		144.4	F		144.4	F
25	21st St &	WB	LT	0.49	21.1	C	0.75	31.2	C	0.75	31.2	C	0.26	17.0	B	0.51	22.0	C	0.51	22.0	C	0.30	17.4	B	0.53	21.6	C	0.53	21.6	C	0.19	15.9	B	0.37	18.4	B	0.37	18.4	B
	44th Rd	NB	LT	0.79	10.9	B	1.09	50.7	D	1.09	50.7	D	0.64	10.0	A	0.78	11.4	B	0.78	11.4	B	0.63	13.5	B	1.08	54.0	D	1.08	54.0	D	0.48	8.1	A	1.02	38.7	D	1.02	38.7	D
		SB	TR	0.68	11.7	B	0.82	15.5	B	0.82	15.5	B	0.69	9.6	A	0.82	12.0	B	0.82	12.0	B	0.84	4.0	A	0.94	4.3	A	0.94	4.3	A	0.75	9.7	A	0.92	13.3	B	0.92	13.3	B
		INT =			12.7	B		33.1	C		33.1	C		10.3	B		13.1	B		13.1	B		8.7	A		25.2	C		25.2	C		9.6	A		22.1	C		22.1	C
26	Vernon Blvd &	WB	LT	0.67	36.9	D	1.25	175.1	F *		100.2	F *	0.44	23.7	C	1.27	175.5	F *		62.4	E *	0.31	19.9	B	1.87	434.8	F *		413.4	F *	0.20	17.9	B	0.67	38.3	D	0.67	31.3	C
		WB	LT							0.44	17.9	B							0.98	74.0	E							0.53	427.7	D									
	44th Rd	WB	R							1.18	146.5	F							0.51	26.2	C							0.03	13.7	B									
		NB	LT	0.46	7.1	A	1.96	444.1	F *	1.96	444.2	F *	0.54	8.0	A	1.24	121.6	F *	1.24	121.5	F *	0.58	7.7	A	2.25	573.0	F *	1.24	573.0	F *	0.40	6.2	A	1.24	119.8	F *	1.24	119.8	F *
		SB	TR	0.65	19.2	B	0.99	20.1	C	0.99	33.1	C	0.57	15.5	B	0.81	16.1	B	0.81	14.3	B	0.59	16.4	B	1.12	76.2	E *	1.12	73.6	E *	0.48	13.5	B	0.83	19.9	B	0.83	17.1	B
		INT =			17.1	B		249.5	F		245.8	F		13.1	B		88.5	F		69.1	E		12.7	B		320.7	F		315.8	F		10.7	B		65.5	E		63.6	E
30	Vernon Blvd &	WB	LT	0.36	18.2	B	0.52	22.2	C	0.57	27.8	C	0.35	18.2	B	0.60	25.1	C	0.65	31.3	C	0.34	17.8	B	0.75	31.7	C	0.79	38.9	D	0.28	16.9	B	0.51	21.5	C	0.57	27.2	C
	46th Ave	NB	LT	0.86	28.8	C	4.59	1630.4	F *		72.9	E *	0.75	16.5	B	5.62	2091.6	F *		33.4	C	0.80	19.8	B	13.73	5744.8	F *		92.1	F *	0.61	15.1	B	13.30	5551.9	F *		62.0	E *
		NB	L							0.71	54.3	D							1.05	132.5	F							1.56	320.4	F							1.69	370.5	F
		NB	T							1.10	73.8	F							0.93	25.1	E							1.08	66.8	F							0.86	16.2	B
		SB	TR	0.96	51.9	D	1.95	459.4	F *	1.69	338.7	F *	0.79	30.9	C	1.45	237.5	F *	1.25	146.5	F *	0.78	30.2	C	1.98	472.1	F *	1.70	345.1	F *	0.69	26.0	C	1.45	236.6	F *	1.26	149.7	F *
		INT =			37.7	D		873.5	F		200.4	F		23.2	C		948.9	F		86.1	F		23.8	C		2360.0	F		209.1	F		20.3	C		2388.5	F		97.3	F
31	Vernon Blvd &	EB	LT	0.17	15.7	B	0.65	26.6	C	0.36	22.4	C	0.11	14.9	B	0.26	16.9	B	0.18	15.7	B	0.13	15.2	B	0.25	16.9	B	0.23	20.3	C	0.16	15.5	B	0.57	23.4	C	0.33	17.7	B
	46th Rd	EB	R							0.37	23.4	C							0.07	14.6	B							0.03	17.8	B							0.19	16.1	B
		NB	TR	0.63	11.4	B	1.34	165.8	F *	0.61	4.1	A	0.71	13.1	B	1.19	99.3	F *	0.63	9.4	A	0.71	13.4	B	1.28	139.6	F *	0.58	3.9	A	0.59	10.7	B	1.11	60.9	E *	0.58	8.9	A
		SB	LT	0.89	19.8	B	12.79	5319.8	F *	1.06	39.8	D	0.80	16.1	B	3.87	1308.0	F *	0.83	17.2	B	0.96	34.6	C	4.54	6106.9	F *	1.09	52.1	D	0.64	10.6	B	3.23	1015.6	F *	0.76	15.8	B
		INT =			15.9	B		2580.2	F		23.4	C		14.7	B		657.8	F		13.6	B		23.6	C		3472.6	F		31.7	C		11.2	B		466.5	F		13.1	B
32	Van Dam St &	EB	LT	0.37	36.5	D	0.37	36.5	D	0.45	43.4	D	0.45	29.0	C	0.45	29.0	C	0.45	29.0	C	0.76	50.8	D	0.76	50.8	D	0.76	50.8	D	0.16	24.0	C	0.16	24.0	C	0.16	24.0	C
	47th Ave	WB	LT	1.04	99.0	F	1.04	99.0	F	1.26	186.8	F *	0.69	37.9	D	0.69	37.9	D	0.69	37.9	D	0.76	53.2	D	0.76	53.2	D	0.76	53.2	D	0.55	31.7	C	0.55	31.7	C	0.55	31.7	C
		NB	LT	1.27	143.4	F	1.56	271.8	F *	1.40	194.8	F *	0.95	30.6	C	1.02	44.0	D	1.02	44.0	D	0.83	17.6	B	0.93	24.7	C	0.93	24.7	C	0.93	27.8	C	1.05	53.4	D	1.05	53.4	D
		SB	LT	0.52	18.8	B	0.63	21.1	C	0.58	16.6	B	0.63	19.8	B	0.67	20.8	C	0.67	20.8	C	0.59	20.2	C	0.68	22.5	C	0.68	22.5	C	0.74	22.6	C	0.82	25.4	C	0.82	25.4	C
		INT =			89.3	F		148.1	F		123.8	F		27.4	C		33.6	C		33.6	C		27.3	C		30.3	C		30.3	C		25.8	C		38.4	D		38.4	D
33	Vernon Blvd &	WB	LT	0.24	16.5	B	0.22	16.3	B	0.21	16.8	B	0.26	16.7	B	0.27	16.8	B	0.26	16.6	B	0.25	16.6	B	0.29	17.2	B	0.27	16.9	B	0.27	16.8	B	0.31	17.4	B	0.38	18.5	B
	47th Ave	NB	LT	0.98	41.6	D	4.24	1471.0	F *	0.85	12.8	B	0.82	17.5	B	2.68	767.2	F *	0.69	6.7	A	0.71	13.7	B	3.59	1179.5	F *	0.81	16.1	B	0.72	13.8	B	4.22	1461.7	F *	0.61	17.1	B
		SB	TR	0.90	21.8	C	1.94	437.6	F *	0.99	29.6	C	0.69	11.0	B	1.23	115.9	F *	0.64	10.1	B	0.71	9.4	A	1.80	369.2	F *	0.94	16.7	B	0.61	9.2	A	1.21	108.0	F *	0.76	11.7	B
		INT =			29.3	C		842.7	F		21.9	C		14.8	B		395.0	F		9.2	A		12.2	B		648.7	F		16.5	B		12.5	B		711.9	F		14.8	B
34	Vernon Blvd &	EB	LT	0.31	17.4	B	0.36	18.2	B	0.39	21.2	C	0.32	17.5	B	0.29	17.2	B	0.28	17.0	B	0.44	19.4	B	0.35	18.1	B	0.40	22.8	C	0.34	17.8	B	0.42	19.2	B	0.38	18.5	B
	47th Rd	NB	TR	0.63	19.4	B	1.25	140.9	F *	0.60	17.3	B	0.69	20.2	C	1.12	80.4	F *	0.59	19.6	B	0.66	18.6	B	1.22	120.2	F *	0.55	10.4	B	0.62	17.1	B	1.16	92.9	F *	0.61	17.1	B
		SB	LT	0.73	11.9	B	5.54	2053.7	F *	1.09	51.2	D	0.59	11.3	B	2.04	477.1	F *	0.72	10.8	B	0.65	12.1	B	6.75	2599.6	F *	1.08	48.5	D	0.56	11.0	B	2.64	748.2	F *	0.76	11.7	B
		INT =			15.7	B		1127.9	F		35.4	D		16.2	B		258.3	F		15.2	B		16.2	B		1449.9	F		32.3	C		14.8	B		383.8	F		14.8	B
35	11th St &	WB	LT	0.22	18.3	B	0.22	18.3	B	0.22	18.3	B	0.10	14.1	B	0.10	14.1	B	0.11	15.6	B	0.09	14.0	B	0.09	14.0	B	0.09	14.0	B	0.10	14.1	B	0.10	14.1	B	0.10	14.1	B
	48th Ave	NB	L	0.46	37.0	D	1.38	238.2	F *	1.38	238.2	F *	0.42	42.9	D	0.84	77.8	E *	0.66	54.5	D	0.67	64.2	E	1.29	226.5	F *	1.29	226.5	F *	0.42	39.2	D	0.67	55.2	E *	0.64	53.4	D
		NB	T	0.46	25.7	C	0.44	25.4	C	0.44	25.4	C	0.42	28.3	C	0.44	28.6	C	0.41	26.3	C	0.47	29.0	C	0.54	30.4	C	0.54	30.4	C	0.39	27.6	C	0.46	28.9	C	0.46	28.9	C
		SB	TR	0.56	35.2	D	0.71	39.5	D	0.71	39.5	D	0.70	42.5	D	0.80	47.0	D	0.85	51.6	D	0.88	52.9	D	1.08	97.6	F *	1.08	97.6	F *	0.56	38.4	D	0.66	41.1	D	0.68	42.3	D
		INT =			29.5	C		67.5	E		67.5	E		35.1	D		41.7	D		40.7	D		42.5	D		80.6	F		80.6	F		32.1	C		35.8	D		36.1	D
36	Van Dam St &	EB	LT	0.38	38.3	D	0.38	38.3	D	0.38	38.3	D	0.35	28.4	C	0.35	28.4	C	0.35	28.4	C	0.55	42.5	D	0.55	42.5	D	0.55	42.5	D	0.07	24.3	C	0.07	24.3	C	0.07	24.3	C
	48th Ave	WB	LT	1.06	106.1	F	1.06	106.1	F	1.06	106.1	F	0.59	35.2	D	0.59	35.2	D	0.59	35.2	D	0.50	42.2	D	0.50	42.2	D	0.50	42.2	D	0.28	27.3	C	0.28	27.3	C	0.28	27.3	C
		NB	LT	0.87	20.6	C	1.05	51.1	D	1.05	51.1	D	0.84	18.5	B	0.88	18.9	B	0.88	18.9	B	0.69	15.2	B	0.75	16.2	B	0.75	16.2	B	0.78	22.8	C	0.84	25.7	C	0.84	25.7	C
		SB	LT	0.60	9.3	A	0.72	10.4	B	0.72	10.4	B	0.70	11.4	B	0.74	12.8	B	0.74	12.8	B	0.64	9.3	A	0.74	10.2	B	0.74	10.2	B	0.80	14.9	B	0.88	18.6	B	0.88	18.6	B
		INT =			30.5	C		42.8	D		42.8	D		17.8	B		18.5	B		18.5	B		17.5	B		17.8	B		17.8	B		19.2	B		22.3	C		22.3	C
37	Vernon Blvd &	EB	L	0.50	43.4	D	0.55	47.5	D	0.51	44.4	D	0.33	36.3	D	0.34	37.1	D	0.33	36.1	D	0.35	37.4	D	0.36	37.8	D	0.32	35.8	D	0.35	36.8	D	0.36	37.2	D	0.33	35.9	D
	48th Ave	EB	R	0.25	33.7	C	0.25	33.7	C	0.23	32.8	C	0.14	30.9	C	0.13	30.6	C	0.13	30.6	C	0.13	30.6	C	0.13	30.6	C	0.12	30.4	C	0.20	32.0	C	0.20	32.0	C	0.18	31.4	C
		WB	LT	0.95	82.2	F	1.98	492.1	F *	1.18	58.1	E	0.64	43.7	D	0.96	81.3	F *	0.43	33.8	C	0.85	62.4	E	1.16	142.3	F *	0.50	35.1	D	0.67	45.2	D	0.87	65.2	E *	0.38	33.1	C
		NB	LT	0.52	20.3	C	2.83	852.4	F *	0.60	22.5	C	0.68	24.8	C	3.11	974.4	F *	0.57	18.0	B	0.64	24.1	C	3.36	1084.5	F *	0.71	22.0	C	0.69	26.7	C	4.74	1705.1	F *	0.70	20.5	C
		SB	LT	0.81	12.8	B	1.85	387.6	F *	1.04	32.7	C	0.72	13.8	B	1.26	125.1	F *	0.67	6.8	A	0.79	15.9	B	1.70	320.4	F *	0.91	12.1	B	0.69	10.6	B	1.29	138.1	F *	0.69	5.6	A
		INT =			32.2	C		506.0	F		35.4	D		24.0	C		392.9	F		15.8	B		28.9	C		531.2	F		19.2	B		24.0	C		701.1	F		15.9	B
38	Vernon Blvd &	EB	LT	0.17	15.7	B	0.17	15.7	B	0.20	19.7	B	0.12	15.1	B	0.12	15.1	B	0.12	15.1	B	0.18	15.8	B	0.18	15.8	B	0.19	18.4	B	0.17	15.6	B	0.17	15.6	B	0.17	15.6	B
	49th Ave	NB	TR	0.53	18.0	B	0.88	24.9	C	0.40	12.5	B	0.64	19.1	B	0.97	32.9	C	0.97	32.9	C	0.58	19.1	B	1.05	50.2	D	0.50	15.8	B	0.59	19.1	B	1.07	50.5	D	0.59	20.4	C
		SB	LT	1.03	51.5	D	3.05	928.0	F *	1.05	36.1	D	0.84	17.9	B	0.86	4.8	A	0.86	4.8	A	0.99	39.5	D	3.81	1269.6	F *	1.01	26.7	C	0.90	25.7	C	3.29	1037.5	F *	0.96	23.4	C
		INT =			35.7	D		588.2	F		27.6	C		18.2	B		16.6	B		16.6	B		29.5	C		772.1	F		22.4	C		22.1	C		574.8	F		21.7	C
39	Vernon Blvd &	EB	LT	0.32	21.0	C	0.32	21.0	C	0.36	25.8	C	0.23	19.4	B	0.23	19.4	B	0.21	19.2	B	0.25	19.8	B	0.25	19.9	B	0.27	24.2	C	0.26	19.8	B	0.26	19.8	B	0.27	21.9	C
	50th Ave	NB	T	0.49	9.6	A	0.88	19.0	B	0.36	7.9	A	0.62	10.4	B	0.96	23.1	C	0.45	18.5	B	0.54	8.3	A	1.05	44.0	D	0.44	8.5	A	0.57	8.9	A	1.07	52.6	D	0.45	9.4	A
		NB	R	0.08	9.4	A	0.08	14.8	B				0.08	8.6	A	0.08	14.8	B				0.12	7.1	A	0.12	15.0	B				0.07	8.1	A	0.07	15.1	B			
		SB	LT	0.94	20.7	C	4.57	1613.0	F *	1.36	169.0	F *	0.91	16.6	B	3.33	1054.4	F *	1.02	34.0	C	0.84	8.4	A	5.48	2022.3	F *	1.15	71.3	E *	0.83	9.8	A	5.99	2251.9	F *	1.03	33.2	C
		INT =			16.8	B		983.9	F		106.9	F		14.2	B		554.6	F		26.6	C		9.6	A		1142.2	F		44.4	D		10.8	B		1164.6	F		22.5	C
40	Vernon Blvd &	WB	LT	1.34	196.6	F	1.36	201.1	F *	1.61	317.9	F *	1.17	124.1	F	1.19	131.2	F *	0.46	235.1	F *	1.18	125.7	F	1.22	141.7	F *	1.45	244.5	F *	1.19	131.5	F	1.21	138.4	F *	1.45	246.4	F *
	51st Ave	NB	LT	0.69	14.6	B	6.36	2430.6	F *	0.86	18.9	B	0.67	14.4	B	2.76	813.0	F *	0.34	27.7	C	0.63	12.6	B	6.34	2420.5	F *	0.88	19.0	B	0.65	14.5	B	5.28	1945.6	F *	0.77	17.1	B
		SB	TR	0.89	18.8	B	2.00	460.5	F *	0.79	6.0	A	0.66	8.5	A	1.13	67.8	E *	0.44	1.4	A	0.62	8.3	A	1.39	183.3	F *	0.55	4.0	A	0.66	9.4	A	1.22	109.9	F *	0.48	1.6	A
		INT =			96.9	F		1134.9	F		85.7	F		60.2	E		415.1	F		75.3	E		61.2	E		1205.0	F		66.1	E		64.6	E		916.3	F		71.3	E

Table G-4

LIC Rezoning With-Action with Mitigation Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			With-Action Weekday AM with Mitigation			No-Action Weekday Midday			With-Action Weekday Midday			With-Action Weekday Midday with Mitigation			No-Action Weekday PM			With-Action Weekday PM			With-Action Weekday PM with Mitigation			No-Action Saturday			With-Action Saturday			With-Action Saturday with Mitigation		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
41	Borden Ave &	EB	LT	0.22	8.7	A	0.22	8.7	A	0.21	8.1	A	0.22	8.7	A	0.23	8.7	A	0.23	8.7	A	0.36	9.9	A	0.48	12.2	B	0.38	9.3	A	0.14	7.9	A	0.16	8.2	A	0.16	8.2	A
	21st St	WB	TR	0.91	32.0	C	1.06	63.5	E *	1.03	52.2	D	0.72	20.6	C	0.83	24.3	C	0.83	24.3	C	0.89	26.2	C	1.12	79.1	E *	1.05	52.2	D	0.76	24.1	C	0.98	36.5	D	0.98	36.5	D
		SB	LR	0.19	15.9	B	0.19	15.9	B	0.20	16.8	B	0.29	17.1	B	0.29	17.1	B	0.29	17.1	B	0.59	22.9	C	0.59	22.9	C	0.66	27.5	C	0.15	15.4	B	0.15	15.4	B	0.15	15.4	B
		INT =			27.2	C		52.7	D		43.7	D		18.0	B		20.8	C		20.8	C		22.1	C		57.1	E		40.1	D		21.2	C		32.0	C		32.0	C
43	Borden Ave &	EB	LT	0.35	17.9	B	0.43	20.1	C	0.43	20.1	C	0.43	18.8	B	0.50	20.9	C	0.50	20.9	C	1.02	81.8	F *	2.14	560.7	F *	0.98	69.8	E	0.14	16.6	B	0.19	17.3	B	0.19	17.3	B
	25th St	WB	TR	0.87	25.0	C	1.00	47.0	D	1.00	47.0	D	0.74	17.4	B	0.85	23.6	C	0.85	23.6	C	0.99	42.7	D	1.24	134.3	F *	1.04	42.6	D	0.77	18.2	B	0.99	43.0	D	0.99	43.0	D
		SB	LR	0.45	20.4	C	0.45	20.4	C	0.45	20.4	C	0.37	18.8	B	0.37	18.8	B	0.37	18.8	B	0.38	18.5	B	0.38	18.5	B	0.58	29.8	C	0.14	15.3	B	0.14	15.3	B	0.14	15.3	B
		INT =			23.1	C		39.1	D		39.1	D		17.9	B		22.4	C		22.4	C		49.4	D		212.1	F		47.0	D		17.8	B		38.7	D		38.7	D
45	Borden Ave &	EB	LT	1.74	369.8	F	2.87	875.6	F *	2.87	875.6	F *	1.10	98.2	F	1.65	330.9	F *	1.65	330.9	F *	1.47	251.7	F	2.62	763.3	F *	2.62	763.3	F *	1.43	234.7	F	2.15	555.3	F *	2.15	555.3	F *
	Vernon Blvd	EB	L																																				
		WB	T	0.46	26.8	C	0.46	26.8	C	0.46	26.8	C	0.56	31.3	C	0.56	31.3	C	0.56	31.3	C	0.79	46.0	D	0.79	46.0	D	0.79	46.0	D	0.62	31.3	C	0.62	31.3	C	0.62	31.3	C
		WB	R	1.01	72.0	E	1.42	231.0	F *	1.42	231.0	F *	1.16	118.9	F	1.56	291.3	F *	1.56	291.3	F *	1.33	192.2	F	2.00	487.4	F *	2.00	487.4	F *	0.87	44.5	D	1.42	227.0	F *	1.42	227.0	F *
		SB	L	1.33	177.0	F	2.23	576.7	F *	2.23	576.7	F *	1.07	69.9	E	1.45	228.1	F *	1.45	228.1	F *	1.03	59.6	E	1.80	383.7	F *	1.80	383.7	F *	1.01	52.8	D	1.46	232.5	F *	1.46	232.5	F *
		SB	R	0.40	16.9	B	0.64	16.5	B	0.64	16.5	B	0.37	18.5	B	0.50	15.8	B	0.50	15.8	B	0.53	22.8	C	0.76	20.0	B	0.76	20.0	B	0.59	23.3	C	0.82	22.4	C	0.82	22.4	C
		INT =			205.9	F		580.2	F		580.2	F		86.2	F		255.7	F		255.7	F		147.6	F		494.2	F		494.2	F		99.7	F		303.4	F		303.4	F
46	Van Dam St &	EB	LT	0.40	28.8	C	0.41	28.6	C	0.41	28.6	C	0.38	24.1	C	0.38	24.1	C	0.38	24.1	C	0.56	31.7	C	0.56	31.7	C	0.56	31.7	C	0.25	26.6	C	0.25	26.6	C	0.25	26.6	C
	Borden Ave EB	NB	TR	0.36	37.9	D	0.36	37.9	D	0.36	37.9	D	0.27	26.2	C	0.27	26.2	C	0.27	26.2	C	0.30	36.7	D	0.30	36.7	D	0.30	36.7	D	0.15	34.7	C	0.15	34.7	C	0.15	34.7	C
		SB	L	0.74	6.6	A	0.90	8.4	A	0.90	8.4	A	0.57	2.8	A	0.63	3.1	A	0.63	3.1	A	0.70	7.0	A	0.83	9.6	A	0.83	9.6	A	0.69	3.3	A	0.78	4.2	A	0.78	4.2	A
		SB	LT	0.53	0.8	A	0.61	0.8	A	0.61	0.8	A	0.50	0.8	A	0.52	0.7	A	0.52	0.7	A	0.49	0.9	A	0.55	0.8	A	0.55	0.8	A	0.56	0.4	A	0.60	0.3	A	0.60	0.3	A
		INT =			13.3	B		12.8	B		12.8	B		10.3	B		10.0	A		10.0	A		16.7	B		16.3	B		16.3	B		8.1	A		7.9	A		7.9	A
47	Van Dam St &	EB	LT	0.29	37.6	D	0.29	37.6	D	0.30	38.5	D	0.45	27.7	C	0.47	28.4	C	0.47	28.4	C	0.59	44.7	D	0.61	45.4	D	0.59	43.9	D	0.28	37.0	D	0.28	37.0	D	0.28	37.0	D
	Hunters Point Ave	WB	LT	1.83	429.6	F	3.07	985.3	F *	3.18	1032.0	F *	0.95	62.0	E	1.31	187.0	F *	0.41	187.0	F *	1.18	149.0	F	1.75	392.0	F *	1.69	367.1	F *	1.05	105.7	F	1.60	327.9	F *	1.60	327.9	F *
		NB	LT	1.00	42.4	D	1.06	57.0	E *	1.05	55.9	E *	0.91	21.9	C	0.93	24.4	C	0.93	24.4	C	0.89	25.4	C	0.94	32.2	C	0.96	35.8	D	0.76	14.1	B	0.79	15.7	B	0.79	15.7	B
		SB	LT	0.61	3.7	A	0.71	3.9	A	0.70	3.5	A	0.78	12.2	B	0.83	13.3	B	0.83	13.3	B	0.61	3.3	A	0.70	3.6	A	0.71	4.1	A	0.77	17.8	B	0.83	20.6	C	0.83	20.6	C
		INT =			112.5	F		320.6	F		334.4	F		25.2	C		53.5	D		53.5	D		38.6	D		98.1	F		94.1	F		29.8	C		79.2	E		79.2	E
48	Van Dam St &	EB	T	1.11	125.5	F	1.27	189.5	F *	1.27	189.5	F *	0.76	35.0	C	0.80	37.0	D	0.81	38.7	D	0.86	15.5	B	0.95	21.7	C	1.03	51.1	D	0.71	32.6	C	0.78	35.4	D	0.83	40.2	D
	Queens Blvd	EB	R	0.34	0.5	A	0.40	0.5	A	0.40	0.5	A	0.33	0.9	A	0.35	0.9	A	0.35	0.9	A	0.39	0.4	A	0.43	0.4	A	0.43	0.5	A	0.31	0.7	A	0.34	0.8	A	0.34	0.8	A
		WB	TR	0.28	9.5	A	0.28	9.5	A	0.28	9.5	A	0.21	8.7	A	0.21	8.7	A	0.21	9.2	A	0.20	7.7	A	0.20	7.7	A	0.21	10.3	B	0.23	8.9	A	0.23	8.9	A	0.24	10.2	B
		NB	L	1.14	90.3	F	0.90	29.5	C	0.90	29.5	C	0.93	21.1	C	0.96	23.8	C	0.93	19.8	B	0.79	23.4	C	0.84	21.6	C	0.68	15.7	B	1.02	35.9	D	1.06	47.7	D	0.96	19.1	B
		NB	LT	1.11	77.6	E	0.89	28.4	C	0.89	28.4	C	0.93	20.7	C	0.95	22.9	C	0.92	19.3	B	0.77	23.0	C	0.82	21.3	C	0.67	15.4	B	1.02	35.9	D	1.05	46.6	D	0.95	18.6	B
		INT =			66.2	E		80.6	F		80.6	F		20.5	C		21.9	C		21.5	C		12.7	B		15.0	B		27.1	C		23.9	C		28.3	C		21.8	C
49	Van Dam St &	EB	T	0.12	13.9	B	0.14	14.1	B	0.14	14.1	B	0.40	11.2	B	0.41	11.1	B	0.46	16.0	B	0.54	19.0	B	0.55	19.1	B	0.62	27.9	C	0.36	20.1	C	0.37	20.2	C	0.43	25.9	C
	Thomson Ave	EB	R	0.19	11.2	B	0.19	11.1	B	0.19	11.1	B	0.45	4.0	A	0.45	3.9	A	0.44	4.0	A	0.42	6.1	A	0.42	6.1	A	0.45	11.1	B	0.54	20.2	C	0.54	20.2	C	0.56	22.6	C
		NB	L	1.54	307.6	F	2.74	837.4	F *	2.74	837.4	F *	1.16	138.8	F	1.38	227.1	F *	1.11	111.3	F	1.38	242.5	F	1.52	303.7	F *	1.35	229.1	F	1.20	151.7	F	1.62	325.8	F *	1.21	148.2	F
		NB	TR	1.23	182.5	F	0.99	99.3	F	0.99	99.3	F	1.11	117.2	F	1.14	127.9	F *	1.10	112.4	F	1.01	105.4	F	1.08	124.2	F *	0.87	71.3	E	1.11	113.2	F	1.14	125.8	F *	1.03	85.0	F
		SB	T	1.20	171.7	F	1.49	293.0	F *	1.49	293.0	F *	0.79	50.9	D	0.88	57.0	E *	0.85	53.3	D	1.01	79.9	E	1.26	169.0	F *	1.02	74.3	E	0.83	52.8	D	0.98	69.9	E *	0.88	53.0	D
		SB	R	0.06	57.5	E	0.06	54.7	D	0.06	54.7	D	0.07	34.4	C	0.07	33.6	C	0.07	32.7	C	0.06	29.4	C	0.06	29.5	C	0.04	25.1	C	0.02	34.1	C	0.02	32.8	C	0.02	30.6	C
		SWB	R	0.81	51.7	D	0.84	53.9	D	0.84	53.9	D	0.44	46.7	D	0.47	47.3	D	0.47	47.3	D	0.37	48.9	D	0.38	49.1	D	0.40	51.0	D	0.29	44.3	D	0.30	44.5	D	0.30	44.5	D
		INT =			136.7	F		271.9	F		271.9	F		64.4	E		81.2	F		61.7	E		69.4	E		101.5	F		66.1	E		69.5	E		102.8	F		64.8	E
50	21st St &	NB	TR	0.44	7.8	A	0.54	8.2	A	0.54	8.2	A	0.41	14.3	B	0.50	20.9	C	0.50	20.9	C	1.32	182.8	F	1.54	277.8	F *	1.40	212.9	F *	0.34	11.2	B	0.99	58.6	E *	0.98	54.2	D
	Queensboro Bridge Off-Ramp	SB	LT	0.72	6.5	A	0.86	5.2	A	0.86	5.2	A	0.38	27.7	C	0.41	30.3	C	0.41	30.3	C	0.49	20.6	C	0.72	26.7	C	0.81	34.7	C	0.43	26.8	C	0.42	14.2	B	0.43	13.0	B
		WB	LR										0.66	25.0	C	0.73	28.0	C	0.73	28.0	C	0.47	27.8	C	0.50	27.1	C	0.57	34.3	C	0.81	32.3	C	0.46	31.2	C	0.47	25.1	C
		INT =			7.1	A		6.7	A		6.7	A		22.3	C		26.2	C		26.2	C		94.4	F		133.3	F		110.1	F		24.9	C		38.2	D		34.2	C
51	21st St &	WB	LT	2.24	612.5	F	2.12	559.3	F	2.12	559.3	F	1.52	297.8	F	2.00	512.3	F *	1.45	261.9	F	1.92	473.3	F	2.49	726.1	F *	2.00	504.1	F *	2.22	607.1	F	3.09	995.4	F *	2.44	702.2	F *
	Queens Plaza N	NB	LT	0.49	10.9	B	0.55	11.3	B	0.55	11.3	B	0.53	11.6	B	0.62	11.1	B	0.68	11.8	B	0.80	12.8	B	1.30	155.7	F *	1.47	232.0	F *	0.60	13.0	B	0.76	14.7	B	0.85	20.4	C
		SB	TR	0.63	12.2	B	0.78	14.2	B	0.78	14.2	B	0.42	8.1	A	0.49	9.2	A	0.54	10.1	B	0.52	10.8	B	0.64	12.5	B	0.70	14.0	B	0.49	9.1	A	0.59	9.9	A	0.64	11.4	B
		INT =			175.4	F		151.3	F		151.3	F		71.7	E		126.9	F		69.3	E		110.5	F		224.5	F		214.2	F		169.6	F		294.6	F		212.9	F
53	11th St &	EB	LT	0.48	12.0	B	0.72	17.1	B	0.72	17.1	B	0.30	20.9	C	0.42	21.7	C	0.42	21.7	C	0.36	12.8	B	0.60	16.8	B	0.60	16.8	B	0.25	21.3	C	0.41	21.8	C	0.41	21.8	C
	Queens Plaza S	WB	LT	0.22	15.3	B	0.39	15.9	B	0.39	15.9	B	0.26	8.8	A	0.42	10.6	B	0.42	10.6	B	0.47	15.9	B	0.73	20.4	C	0.73	20.4	C	0.29	8.5	A	0.47	11.0	B	0.47	11.0	B
		NB	LT	0.59	18.3	B	0.85	29.9	C	0.85	29.9	C	0.44	15.5	B	0.58	17.9	B	0.58	17.9	B	0.58	17.9	B	0.83	28.0	C	0.83	28.0	C	0.48	15.9	B	0.68	20.4	C	0.68	20.4	C
		INT =			15.0	B		21.6	C		21.6	C		15.2	B		16.5	B		16.5	B		15.6	B		21.9	C		21.9	C		15.1	B		17.5	B		17.5	B
55	21st St &	EB	LT	0.76	49.4	D	0.84	52.8	D	0.84	52.8	D	0.73	52.0	D	0.92	77.3	E *	0.73	49.1	D	1.00	97.2	F	1.51	292.5	F *	1.51	292.5	F *	0.61	21.3	C	0.82	59.0	E *	0.69	45.7	D
	Queens Plaza S	NB	LT	0.33	7.9	A	0.46	10.1	B	0.45	6.1	A	0.48	5.7	A	0.58	6.9	A	0.59	9.3	A	0.90	25.0	C	1.23	133.3	F *	1.03	50.0	D	0.54	8.5	A	0.67	11.1	B	0.64	12.7	B
		SB	LT	0.75	12.2	B	1.14	79.9	E *		10.7	B	0.63	8.3	A	0.87	16.6	B		10.9	B	1.13	42.4	D	2.40	263.3	F *		14.7	B	0.68	15.9	B	0.94	19.6	B		10.8	B
		SB	LT							0.79	12.8	B							0.58	9.3	A							1.98	11.0	B							0.64	11.2	B
		SB	R							0.47	3.8	A							0.65	14.4	B							0.91	21.3	C							0.53	9.8	A
		INT =			15.0	B		55.8	E		15.5	B		15.2	B		19.7	B		14.8	B		39.9	D		204.4	F		68.8	E		13.2	B		20.0	B		15.3	B
56	Queens Plaza S &	EB	T	0.81	68.2	E	0.81	68.5	E	0.81	68.5	E	0.58	49.4	D	0.58	49.4	D	0.58	49.4	D	1.03	106.6	F	1.10	131.3	F *	1.03	106.9	F	0.53	48.3	D	0.53	48.4	D	0.58	51.8	D
	Jackson Ave	EB	R	0.16	50.1	D	0.16	50.1	D	0.16	50.1	D	0.30	45.7	D	0.30	45.7	D	0.30	45.7	D	0.34	55.4	E	0.34	55.4	E	0.32	53.0	D	0.30	45.7	D	0.30	45.7	D	0.33	49.0	D
		WB	LT	0.39	42.4	D	0.45	43.6	D	0.45	43.6	D	0.28	33.6	C	0.32	34.3	C	0.32	34.3	C	0.26	39.9	D	0.35	41.4	D	0.35	41.4	D	0.27	33.4	C	0.32	34.3	C	0.34	36.6	D
		NB	LT	0.88	59.1	E	0.88	47.9	D	0.91	49.1	D	0.79	36.9	D	0.82	38.7	D	0.82	38.7	D	0.92	29.9	C	0.97	38.6	D	0.97	35.6	D	1.12	102.9	F	1.15	116.9	F *	1.12	104.4	F
		SB	T	0.85	45.4	D	0.95	57.6	E *	0.94	54.5	D	0.85	52.5	D	0.88	53.7	D	0.88	53.7	D	1.01	71.1	E	1.06	84.4	F *	1.03	73.2	E	1.13	122.4	F	1.24	165.0	F *	1.12	111.9	F
		SEB	R	0.12	26.0	C	0.16	26.8	C	0.16	26.2	C	0.40	40.0	D	0.45	41.1	D	0.45	41.1	D	0.27	29.5	C	0.43	33.9	C	0.42	32.2	C	0.35	38.2	D	0.39	39.5	D	0.35	34.2	C
		SEB	R2	0.75	44.9	D	0.76	45.3	D	0.74	43.8	D	0.66	47.3	D	0.66	46.3	D	0.66	46.3	D	0.56	36.6	D	0.58	37.4	D	0.57	35.4	D	0.54	41.7	D	0.54	41.7	D	0.49	36.0	D
		INT =			52.4	D		52.5	D		51.6	D		44.4	D		45.2	D		45.2	D		58.0	E		68.2	E		59.7	E		87.6	F		105.2	F		85.2	F

Table G-4

LIC Rezoning With-Action with Mitigation Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			With-Action Weekday AM with Mitigation			No-Action Weekday Midday			With-Action Weekday Midday			With-Action Weekday Midday with Mitigation			No-Action Weekday PM			With-Action Weekday PM			With-Action Weekday PM with Mitigation			No-Action Saturday			With-Action Saturday			With-Action Saturday with Mitigation		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
57	Vernon Blvd &	WB	L	0.14	26.1	C	0.38	32.5	C	0.38	32.5	C	0.15	16.9	B	0.36	19.5	B	0.36	19.5	B	0.14	22.9	C	0.47	26.9	C	0.47	26.9	C	0.12	16.5	B	0.35	18.8	B	0.35	18.8	B
	Queens Plaza S	WB	R	0.28	28.9	C	0.28	31.2	C	0.28	31.2	C	0.43	21.0	C	0.43	21.2	C	0.43	21.2	C	0.60	32.6	C	0.61	30.8	C	0.61	30.8	C	0.37	20.2	C	0.37	19.9	B	0.37	19.9	B
		NB	TR	0.57	9.5	A	0.76	15.7	B	0.76	15.7	B	0.60	9.7	A	0.69	12.2	B	0.69	12.1	B	0.67	10.7	B	0.74	13.4	B	0.74	13.4	B	0.42	5.4	A	0.56	8.9	A	0.56	8.9	A
		SB	L	0.52	12.7	B	0.68	20.7	C	0.68	20.7	C	0.32	9.4	A	0.38	10.7	B	0.38	10.7	B	0.48	13.3	B	0.56	16.7	B	0.56	16.7	B	0.35	9.0	A	0.43	10.8	B	0.43	10.8	B
		SB	T	0.61	12.0	B	0.61	12.0	B	0.61	12.0	B	0.43	9.0	A	0.43	9.1	A	0.43	9.1	A	0.46	9.4	A	0.48	9.6	A	0.48	9.6	A	0.43	9.0	A	0.44	9.1	A	0.44	9.1	A
		INT =			13.0	B		17.7	B		17.7	B		11.2	B		13.0	B		13.0	B		14.5	B		16.8	B		16.8	B		9.5	A		11.5	B		11.5	B
58	Thomson Ave &	WB	T	0.48	21.2	C	1.14	104.6	F *	0.98	50.6	D	0.22	17.0	B	0.38	19.5	B	0.38	19.5	B	0.53	22.2	C	0.63	24.7	C	0.63	24.7	C	0.21	17.2	B	0.32	18.6	B	0.32	18.6	B
	44th Dr	WB	R	0.23	17.2	B	0.33	18.4	B	0.28	14.3	B	0.23	17.7	B	0.25	17.4	B	0.25	17.4	B	0.26	17.6	B	0.28	17.7	B	0.28	17.7	B	0.14	16.3	B	0.15	16.4	B	0.15	16.4	B
		SB	LR	0.41	23.0	C	0.45	23.6	C	0.55	29.5	C	0.33	21.9	C	0.35	22.3	C	0.35	22.3	C	0.47	23.9	C	0.52	24.6	C	0.52	24.6	C	0.25	21.1	C	0.27	21.3	C	0.27	21.3	C
		INT =			21.1	C		62.7	E		37.0	D		19.6	B		20.2	C		20.2	C		21.9	C		23.1	C		23.1	C		18.9	B		19.3	B		19.3	B
59	Thomson Ave &	EB	T										0.31	30.5	C	0.31	30.5	C	0.31	30.5	C	0.59	48.9	D	0.63	49.9	D	0.63	49.9	D	0.28	42.3	D	0.29	42.5	D	0.29	42.5	D
	Queensboro Bridge Off-Ramp	WB	T	Analyzed as unsignalized intersection			Analyzed as unsignalized intersection			Analyzed as unsignalized intersection			0.29	29.7	C	0.29	29.7	C	0.29	29.7	C	0.67	57.6	E	0.76	61.3	E	0.76	61.3	E	0.27	30.7	C	0.35	31.8	C	0.35	31.8	C
		SB	LR										0.91	37.2	D	0.91	37.2	D	0.91	37.2	D	1.15	105.5	F	1.15	105.5	F	1.15	105.5	F	1.07	73.4	E	1.07	73.4	E	1.07	73.4	E
		INT =												35.9	D		36.2	D		36.2	D		80.4	F		80.4	F		80.4	F		62.7	E		61.4	E		61.4	E
61	Skillman Ave &	EB	TR	0.21	17.6	B	0.22	17.8	B	0.22	17.8	B	0.52	18.2	B	0.53	18.4	B	0.53	18.4	B	0.75	23.6	C	0.76	24.2	C	0.76	24.2	C	0.64	26.8	C	0.64	26.8	C	0.64	26.8	C
	Thomson Ave	WB	LT	0.78	23.4	C	1.00	42.8	D	1.00	42.8	D	0.40	6.2	A	0.45	7.4	A	0.45	7.4	A	0.57	15.6	B	0.61	16.8	B	0.61	16.8	B	0.35	16.5	B	0.38	17.0	B	0.38	17.0	B
		NB	L	1.18	148.3	F	1.18	148.3	F	1.18	148.3	F	0.93	64.8	E	0.93	64.8	E	0.93	64.8	E	0.68	48.2	D	0.68	48.2	D	0.68	48.2	D	0.71	49.8	D	0.71	49.8	D	0.71	49.8	D
		NB	TR	0.29	33.5	C	0.29	33.5	C	0.29	33.5	C	0.38	28.9	C	0.38	28.9	C	0.38	28.9	C	0.38	39.2	D	0.38	39.2	D	0.38	39.2	D	0.29	37.1	D	0.29	37.1	D	0.29	37.1	D
		SB	T	1.07	142.0	F	1.07	142.0	F	1.07	142.0	F	0.51	48.2	D	0.51	48.2	D	0.51	48.2	D	0.33	58.4	E	0.33	58.4	E	0.33	58.4	E	0.21	55.8	E	0.21	55.8	E	0.21	55.8	E
		SB	R	0.86	85.6	F	0.86	85.6	F	0.86	85.6	F	0.40	45.9	D	0.40	45.9	D	0.40	45.9	D	0.34	60.2	E	0.34	60.2	E	0.34	60.2	E	0.49	65.2	E	0.49	65.2	E	0.49	65.2	E
		INT =			53.8	D		60.9	E		60.9	E		24.0	C		23.7	C		23.7	C		25.2	C		25.7	C		25.7	C		28.6	C		28.4	C		28.4	C
62	Jackson Ave &	WB	L	0.83	68.5	E	1.21	168.7	F *	0.94	78.1	E *	0.49	45.5	D	0.62	50.9	D	0.50	44.4	D	0.80	113.3	F	1.14	136.6	F *	1.01	94.3	F	0.42	42.4	D	0.47	43.8	D	0.40	41.5	D
	Thomson Ave	WB	R	0.53	46.6	D	2.01	511.7	F *	1.65	347.7	F *	0.17	37.3	D	0.37	41.4	D	0.37	41.4	D	0.19	33.7	C	0.36	37.0	D	0.33	34.1	C	0.17	37.2	D	0.40	42.0	D	0.40	42.0	D
		NB	T	0.25	11.2	B	0.26	11.4	B	0.29	14.4	B	0.29	12.4	B	0.30	12.6	B	0.30	12.6	B	0.38	14.5	B	0.40	14.7	B	0.41	16.5	B	0.28	12.3	B	0.30	12.5	B	0.30	12.5	B
		SB	T	0.42	5.5	A	0.44	6.9	A	0.48	7.9	A	0.29	5.4	A	0.31	7.3	A	0.31	7.3	A	0.29	7.4	A	0.32	10.7	B	0.34	11.8	B	0.33	4.8	A	0.35	5.5	A	0.35	5.5	A
		INT =			17.4	B		168.8	F		111.6	F		14.6	B		18.1	B		17.2	B		34.5	C		40.4	D		32.5	C		13.5	B		15.8	B		15.5	B
63	Van Dam St &	WB	TR	0.96	45.6	D	1.02	59.2	E *	1.00	53.5	D	0.97	31.0	C	0.95	36.8	D	0.95	36.8	D	0.81	31.7	C	0.91	38.1	D	0.91	38.1	D	1.03	32.5	C	1.03	39.3	D	1.03	39.3	D
	Borden Ave WB	NB	LT	0.28	6.0	A	0.30	6.6	A	0.29	6.6	A	0.19	1.3	A	0.19	1.3	A	0.19	1.3	A	0.19	1.7	A	0.20	1.9	A	0.20	1.9	A	0.09	0.3	A	0.09	0.4	A	0.09	0.4	A
		SB	TR	0.95	50.6	D	1.11	93.5	F *	0.76	35.3	D	0.91	29.8	C	0.97	37.1	D	0.97	37.1	D	0.84	40.1	D	0.96	52.7	D	0.96	52.7	D	0.99	44.0	D	1.08	73.6	E *	0.75	24.9	C
		INT =			44.2	D		68.2	E		43.3	D		28.4	C		34.4	C		34.4	C		32.4	C		41.0	D		41.0	D		36.3	D		52.7	D		31.8	C
64	Van Dam St &	WB	TR	1.07	107.7	F	1.07	107.7	F	1.07	107.7	F	0.99	76.9	E	0.99	76.9	E	0.99	76.9	E	0.84	59.0	E	0.84	59.0	E	0.84	59.0	E	0.74	51.2	D	0.74	51.2	D	0.74	51.2	D
	Gale Avenue	NB	LT	0.55	22.1	C	0.55	21.4	C	0.55	22.1	C	0.60	13.4	B	0.60	12.9	B	0.60	12.9	B	0.46	22.6	C	0.46	21.3	C	0.46	21.3	C	0.55	32.2	C	0.55	30.6	C	0.55	30.6	C
		SB	TR	0.54	3.6	A	0.64	3.7	A	0.64	5.3	A	0.56	5.5	A	0.59	5.5	A	0.59	5.5	A	0.53	4.2	A	0.61	4.5	A	0.61	4.5	A	0.59	3.5	A	0.65	3.5	A	0.65	3.5	A
		INT =			30.7	C		28.6	C		29.6	C		21.2	C		20.6	C		20.6	C		19.4	B		18.1	B		18.1	B		19.4	B		18.1	B		18.1	B

Table G-4

LIC Rezoning With-Action with Mitigation Traffic Conditions LOS Table

	Intersections	Approach	Lane Group	No-Action Weekday AM			With-Action Weekday AM			With-Action Weekday AM with Mitigation			No-Action Weekday Midday			With-Action Weekday Midday			With-Action Weekday Midday with Mitigation			No-Action Weekday PM			With-Action Weekday PM			With-Action Weekday PM with Mitigation			No-Action Saturday			With-Action Saturday			With-Action Saturday with Mitigation		
				V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Unsignalized Intersections																																						
2	10th St &	EB	LT		8.7	A		9.9	A		9.9	A		8.3	A		8.5	A		8.5	A		8.2	A		8.6	A		8.6	A		7.8	A		8.1	A		8.1	A
	43rd Ave	WB	TR		8.6	A		10.4	B		10.4	B		8.4	A		8.8	A		8.8	A		8.2	A		9.0	A		9.0	A		7.6	A		8.1	A		8.1	A
		NB	LTR		8.5	A		11.7	B		11.7	B		8.0	A		8.6	A		8.6	A		8.3	A		9.3	A		9.3	A		7.6	A		8.3	A		8.3	A
		INT =			8.6	A		10.8	B		10.8	B		8.2	A		8.7	A		8.7	A		8.2	A		9.0	A		9.0	A		7.7	A		8.1	A		8.1	A
4	12th St &	EB	TR	0.06	0.0	A	0.09	0.0	A	0.09	0.0	A	0.05	0.0	A	0.08	0.0	A	0.08	0.0	A	0.08	0.0	A	0.13	0.0	A	0.13	0.0	A	0.03	0.0	A	0.05	0.0	A	0.05	0.0	A
	43rd Ave	WB	LT	0.01	0.6	A	0.03	1.3	A	0.03	1.3	A	0.00	0.3	A	0.01	0.5	A	0.01	0.5	A	0.02	1.0	A	0.03	1.2	A	0.03	1.2	A	0.01	0.7	A	0.02	0.9	A	0.02	0.9	A
		SB	LTR	0.03	11.1	B	0.87	191.3	F	0.87	191.3	F	0.05	10.5	B	1.11	323.0	F	1.11	323.0	F	0.08	11.4	B	1.57	393.3	F *	1.57	393.3	F *	0.01	10.7	B	0.08	16.3	C	0.08	16.3	C
		INT =			1.0	A		18.7	C		18.7	C		1.3	A		36.5	E		36.5	E		1.9	A		73.0	F		73.0	F		0.8	A		1.9	A		1.9	A
5	13th St &	EB	LTR	0.00	0.5	A	0.01	0.5	A	0.01	0.5	A	0.02	1.7	A	0.03	1.7	A	0.03	1.7	A	0.01	0.4	A	0.01	0.3	A	0.01	0.3	A	0.00	0.8	A	0.01	0.6	A	0.01	0.6	A
	43rd Ave	WB	LTR	0.02	1.0	A	0.02	1.1	A	0.02	1.1	A	0.02	0.8	A	0.03	1.2	A	0.03	1.2	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		NB	LTR	0.04	13.3	B	0.16	43.6	E	0.16	43.6	E	0.07	14.4	B	0.35	67.0	F	0.35	67.0	F	0.06	14.1	B	0.24	51.3	F	0.24	51.3	F	0.02	10.7	B	0.03	14.6	B	0.03	14.6	B
		INT =			1.5	A		2.2	A		2.2	A		2.2	A		6.0	A		6.0	A		0.9	A		1.8	A		1.8	A		0.8	A		0.7	A		0.7	A
8	Vernon Blvd &	WB	LR	0.21	14.2	B	0.49	32.9	D	0.32	18.5	B	0.21	13.7	B	0.72	64.2	F *	0.34	18.7	B	0.29	15.3	C	0.95	99.7	F *	0.35	19.0	B	0.14	11.8	B	0.38	25.0	C	0.26	17.3	B
	43rd Ave	NB	TR	0.23	0.0	A	0.31	0.0	A	0.72	11.3	B	0.26	0.0	A	0.30	0.0	A	0.64	9.5	A	0.27	0.0	A	0.30	0.0	A	0.57	15.9	B	0.18	0.0	A	0.24	0.0	A	0.48	5.2	A
		SB	LT	0.12	3.2	A	0.20	4.9	A	1.24	133.5	F *	0.08	2.3	A	0.15	4.3	A	0.75	14.5	B	0.08	2.3	A	0.13	3.5	A	0.71	8.1	A	0.08	2.3	A	0.12	3.1	A	0.74	13.7	B
		INT =			3.1	A		5.5	A		73.1	E *		2.5	A		9.2	A		12.8	B		3.1	A		15.9	C		12.3	B		2.4	A		4.1	A		10.8	B
9	10th St &	WB	TR	0.08	10.7	B	0.19	18.9	C	0.19	18.9	C	0.09	10.7	B	0.25	24.3	C	0.25	24.3	C	0.11	11.5	B	0.27	24.1	C	0.27	24.1	C	0.13	15.3	C	0.27	31.3	D	0.27	31.3	D
	43rd Rd	NB	LT	0.01	1.1	A	0.02	0.9	A	0.02	0.9	A	0.01	1.8	A	0.02	1.6	A	0.02	1.6	A	0.01	1.2	A	0.04	2.0	A	0.04	2.0	A	0.00	0.7	A	0.01	0.9	A	0.01	0.9	A
		INT =			3.8	A		3.4	A		3.4	A		5.5	A		8.2	A		8.2	A		4.8	A		6.8	A		6.8	A		6.7	A		8.5	A		8.5	A
10	9th St &	WB	LT	0.01	1.6	A	0.01	1.4	A	0.01	1.4	A	0.01	1.3	A	0.01	1.3	A	0.01	1.3	A	0.00	0.6	A	0.01	0.4	A	0.01	0.4	A	0.00	0.9	A	0.00	0.8	A	0.00	0.8	A
	43rd Rd	SB	LTR	0.08	9.8	A	0.19	12.0	B	0.19	12.0	B	0.05	9.5	A	0.16	13.9	B	0.16	13.9	B	0.05	9.9	A	0.16	13.1	B	0.16	13.1	B	0.03	9.3	A	0.11	11.4	B	0.11	11.4	B
		INT =			5.8	A		8.1	A		8.1	A		3.9	A		7.4	A		7.4	A		3.3	A		5.7	A		5.7	A		3.7	A		6.6	A		6.6	A
12	10th St &	EB	LT	0.15	12.1	B	8.14	3754.6	F *		13.7	B	0.12	11.5	B	6.82	3364.3	F *		10.7	B	0.12	12.9	B	19.66	9634.2	F *		14.4	B	0.08	12.6	B	4.03	1730.3	F *		8.6	A
	44th Ave	NB	TR	0.10	0.0	A	0.35	0.0	A		21.8	C	0.06	0.0	A	0.16	0.0	A		9.8	A	0.09	0.0	A	0.18	0.0	A		12.0	B	0.05	0.0	A	0.12	0.0	A		8.4	A
		INT =			4.1	A		3436.5	F		19.0	C		4.8	A		5017.7	F		10.3	B		3.6	A		5731.6	F		13.4	B		3.8	A		4682.1	F		8.5	A
15	9th St &	EB	TR	0.07	0.0	A	0.24	0.0	A	0.24	0.0	A	0.04	0.0	A	0.21	0.0	A	0.21	0.0	A	0.04	0.0	A	0.35	0.0	A	0.35	0.0	A	0.03	0.0	A	0.12	0.0	A	0.12	0.0	A
	44th Ave	SB	LT	0.05	10.3	B	0.29	21.1	C	0.29	21.1	C	0.05	10.3	B	0.25	20.3	C	0.25	20.3	C	0.04	10.2	B	0.44	39.2	E	0.44	39.2	E	0.02	9.9	A	0.13	13.9	B	0.13	13.9	B
		INT =			2.6	A		3.9	A		3.9	A		3.4	A		3.7	A		3.7	A		3.5	A		4.7	A		4.7	A		2.8	A		3.2	A		3.2	A
16	Vernon Blvd &	NB	TR	0.24	0.0	A							0.25	0.0	A							0.26	0.0	A							0.18	0.0	A						
	44th Ave	SB	LT	0.02	0.7	A	Analyzed as signalized intersection			Analyzed as signalized intersection			0.02	0.5	A	Analyzed as signalized intersection			Analyzed as signalized intersection			0.01	0.4	A	Analyzed as signalized intersection			Analyzed as signalized intersection			0.00	0.2	A	Analyzed as signalized intersection			Analyzed as signalized intersection		
		EB	LT																																			
		INT =			0.4	A								0.3	A								0.2	A								0.1	A						
17	10th St &	EB	LT	0.07	6.2	A	1.48	368.9	F *	1.36	175.1	F *	0.01	1.0	A	0.17	8.8	A	0.44	5.1	A	0.01	0.6	A	0.39	35.1	E *	0.42	5.0	A	0.01	1.1	A	0.32	26.7	D	0.30	4.5	A
	44th Dr	WB	TR	0.12	0.0	A	0.37	0.0	A	1.38	200.7	F *	0.13	0.0	A	0.24	0.0	A	0.74	22.6	C	0.12	0.0	A	0.30	0.0	A	0.88	33.3	C	0.09	0.0	A	0.22	0.0	A	0.57	16.4	B
		NB	LT	0.66	51.4	F	8.86	3754.6	F *		23.0	C	0.44	25.2	D	7.99	3364.3	F *	0.25	23.6	C	0.76	66.1	F	21.54	9634.2	F *		19.9	B	0.65	49.9	E	2.00	9634.2	F *		22.2	C
		NB	LT							0.41	23.7	C																24.0	C							0.22	22.5	C
		NB	R							0.26	21.5	C							0.19	22.7	C							22.2	C							0.16	21.7	C
		INT =			16.3	C		3026.6	F		142.1	F		7.8	A		2927.7	F		18.8	B		21.6	C		2688.8	F		24.7	C		20.0	C		3022.3	F		15.9	B
21	5th St &	EB	TR	0.02	0.0	A							0.03	0.0	A							0.02	0.0	A							0.01	0.0	A						
	44th Dr	WB	LR	0.00	1.1	A	0.22	9.6	A	0.22	9.6	A	0.01	2.9	A	0.25	10.8	B	0.25	10.8	B	0.01	2.2	A	0.60	22.6	C	0.60	22.6	C	0.00	2.4	A	0.52	19.0	C	0.52	19.0	C
		NB	LR	0.00	0.0	A							0.00	0.0	A							0.01	9.3	A							0.00	0.0	A						
		INT =			0.6	A		9.6	A		9.6	A		1.0	A		10.8	B		10.8	B		1.7	A		22.6	C		22.6	C		1.5	A		19.0	C		19.0	C
24	10th St &	WB	TR		8.2	A		11.3	B	0.62	28.8	C		7.9	A		9.6	A	0.55	20.4	C		7.9	A		9.5	A	0.51	27.8	C		7.3	A		8.3	A	0.34	14.4	B
	44th Rd	NB	LT		8.3	A		16.0	C	0.69	13.2	B		8.0	A		9.9	A	0.37	6.7	A		8.2	A		10.2	B	0.40	6.6	A		7.5	A		8.6	A	0.26	4.9	A
		INT =			8.3	A		14.4	B		18.5	B		7.9	A		9.8	A		13.1	B		8.1	A		9.9	A		15.7	B		7.4	A		8.5	A		9.2	A
27	Vernon Blvd &	EB	LR	0.07	28.1	D	686.76	323920.2	F *	1.76	369.7	F *	0.07	27.2	D	368.01	179063.3	F *	0.48	17.5	B	0.13	35.3	E	6630.53	3183210.0	F *	0.50	17.7	B	0.03	26.7	D	556.67	266780.8	F *	0.46	17.4	B
	45th Ave (EB)	NB	T	0.18	0.0	A	0.42	0.0	A	0.69	6.9	A	0.20	0.0	A	0.35	0.0	A	0.73	9.3	A	0.23	0.0	A	0.40	0.0	A	0.77	9.0	A	0.16	0.0	A	0.33	0.0	A	0.62	5.7	A
		SB	T	0.34	0.0	A	0.51	0.0	A	0.92	8.3	A	0.31	0.0	A	0.45	0.0	A	0.90	9.2	A	0.32	0.0	A	0.64	0.0	A	1.27	131.0	F *	0.29	0.0	A	0.45	0.0	A	0.86	8.3	A
		INT =			0.4	A		1685.9	F		68.7	E		0.4	A		1206.3	F		10.3	B		0.7	A		1179.0	F		76.2	E		0.2	A		1509.8	F		8.7	A
28	Vernon Blvd &	WB	LR	0.40	30.4	D	2430.00	1163951.0	F *	0.39	25.3	C	0.57	48.8	E	1730.00	848542.3	F *	0.20	16.5	B	0.39	39.0	E	1730.00	848542.3	F *	0.24	17.1	B	0.26	22.5	C	1600.00	789930.4	F *	0.21	16.6	B
	45th Ave (WB)	WB	R							0.74	41.0	D							0.32	18.6	B							0.21	16.9	B							0.20	16.8	B
		NB	T							0.71	11.7	B							0.66	14.6	B							0.73	16.7	B							0.62	13.2	B
		NB	R							0.63	11.2	B							0.49	12.4	B							0.51	13.1	B							0.40	10.9	B
		SB	LT	0.00	0.0	A	0.00	0.0	A	1.08	43.7	D	0.00	0.0	A	0.00	0.0	A	1.02	32.8	C	0.00	0.0	A	0.00	0.0	A	1.44	230.2	F *	0.00	0.0	A	0.00	0.0	A	0.98	24.5	C
		INT =			30.4	D		1163951.0	F		28.4	C		48.8	E		848542.3	F		23.4	C		39.0	E		848542.3	F		118.4	F		22.5	C		789930.4	F		18.9	B
29	Vernon Blvd &	NB	TR	0.25	0.0	A	0.56	0.0	A	0.56	0.0	A	0.28	0.0	A	0.45	0.0	A	0.45	0.0	A	0.32	0.0	A	0.54	0.0	A	0.54	0.0	A	0.23	0.0	A	0.44	0.0	A	0.44	0.0	A
	45th Rd	SB	LT	0.10	2.7	A	0.53	49.0	E *	0.53	49.0	E *	0.11	2.9	A	0.39	22.1	C	0.39	22.1	C	0.09	2.3	A	0.55	61.5	F *	0.55	61.5	F *	0.05	1.5	A	0.37	34.2	D	0.37	34.2	D
		INT =			1.6	A		26.7	D		26.7	D		1.6	A		12.1	B		12.1	B		1.2	A		35.7	E		35.7	E		0.8	A		19.1	C		19.1	C
42	Borden Ave &	EB	LT	0.01	0.5	A	0.01	0.5	A	0.01	0.5	A	0.01	0.9	A	0.02	0.9	A	0.02	0.9	A	0.01	0.3	A	0.01	0.4	A	0.01	0.4	A	0.01	0.6	A	0.01	0.7	A	0.01	0.7	A
	23rd St	NB	TR	0.35	0.0	A	0.41	0.0	A	0.41	0.0	A	0.34	0.0	A	0.39	0.0	A	0.39	0.0	A	0.47	0.0	A	0.60	0.0	A	0.60	0.0	A	0.39	0.0	A	0.51	0.0	A	0.51	0.0	A
		SB	LR	0.13	14.1	B	0.14	15.4	C	0.14	15.4	C	0.08	13.9	B	0.09	15.1	C	0.09	15.1	C	0.11	19.5	C	0.19	32.4	D	0.19	32.4	D	0.04	12.5	B	0.05	14.8	B	0.05	14.8	B
		INT =			1.1	A		1.1	A		0.8	A		0.8	A		0.8	A		0.8	A		0.6	A		0.9	A		0.9	A		0.4	A		0.4	A		0.4	A
44	Borden Ave &	EB	LT	0.05	2.3	A	0.05	2.5	A	0.57	13.6	B	0.03	1.5	A	0.03	1.6	A	0.43	10.9	B	0.07	2.2	A	0.08	2.8	A	1.02	52.5	D	0.01	1.2	A	0.02	1.3	A	0.20	10.8	B
	27th St	WB	TR	0.58	0.0	A	0.65	0.0	A	1.30	160.1	F *	0.52	0.0	A	0.57	0.0	A	1.16	99.2	F *	0.71	0.0	A	0.84	0.0	A	1.51	250.9	F *	0.44	0.0	A	0.56	0.0	A	1.02	48.2	D
		SB	LR	0.50	36.0	E	0.60	49.4	E *	0.32	18.0	B	0.46	25.4	D	0.53	31.4	D	0.37	18.4	B	0.80	77.8	F *	1.10	178.3	F *	0.33	18.4	B	0.45	19.9	C	0.59	30.4	D	0.43	19.1	B
		INT =			3.5	A		4.3	A		0.9	A		3.4	A		3.9	A		78.5	E		6.9	A		13.6	B		200.8	F		3.8	A		4.8	A		40.5	D

Table G-4

LIC Rezoning With-Action with Mitigation Traffic Conditions LOS Table

				No-Action Weekday AM			With-Action Weekday AM			With-Action Weekday AM with Mitigation			No-Action Weekday Midday			With-Action Weekday Midday			With-Action Weekday Midday with Mitigation			No-Action Weekday PM			With-Action Weekday PM			With-Action Weekday PM with Mitigation			No-Action Saturday			With-Action Saturday			With-Action Saturday with Mitigation		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
52	10th St &	EB	L	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
	Queens Plaza S	EB	T	0.11	0.0	A	0.14	0.0	A	0.14	0.0	A	0.08	0.0	A	0.09	0.0	A	0.09	0.0	A	0.08	0.0	A	0.08	0.0	A	0.08	0.0	A	0.07	0.0	A	0.10	0.0	A	0.10	0.0	A
		WB	T	0.05	0.0	A	0.11	0.0	A	0.11	0.0	A	0.08	0.0	A	0.13	0.0	A	0.13	0.0	A	0.12	0.0	A	0.18	0.0	A	0.18	0.0	A	0.07	0.0	A	0.12	0.0	A	0.12	0.0	A
		WB	R	0.03	0.0	A	0.05	0.0	A	0.05	0.0	A	0.04	0.0	A	0.07	0.0	A	0.07	0.0	A	0.06	0.0	A	0.09	0.0	A	0.09	0.0	A	0.04	0.0	A	0.06	0.0	A	0.06	0.0	A
		NB	LTR	0.16	10.9	B	0.61	30.6	D	0.61	30.6	D	0.08	10.1	B	0.42	27.4	D	0.42	27.4	D	0.15	10.6	B	0.73	32.8	D	0.73	32.8	D	0.08	9.8	A	0.19	11.3	B	0.19	11.3	B
		SB	LR	0.03	11.9	B	0.09	24.6	C	0.09	24.6	C	0.01	12.2	B	0.03	22.9	C	0.03	22.9	C	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		INT =			2.6	A		8.2	A		8.2	A		1.5	A		4.9	A		4.9	A		1.9	A		10.5	B		10.5	B		1.5	A		2.2	A		2.2	A
54	13th St &	EB	T	0.17	0.0	A	0.19	0.0	A	0.19	0.0	A	0.10	0.0	A	0.12	0.0	A	0.12	0.0	A	0.15	0.0	A	0.22	0.0	A	0.22	0.0	A	0.10	0.0	A	0.14	0.0	A	0.14	0.0	A
	Queens Plaza S	WB	T	0.09	0.0	A	0.18	0.0	A	0.18	0.0	A	0.14	0.0	A	0.21	0.0	A	0.21	0.0	A	0.22	0.0	A	0.32	0.0	A	0.32	0.0	A	0.14	0.0	A	0.23	0.0	A	0.23	0.0	A
		NB	LR	0.08	14.7	B	1.87	771.9	F	1.87	771.9	F	0.13	17.4	C	1.81	706.3	F	1.81	706.3	F	0.19	21.8	C	3.20	1417.2	F	3.20	1417.2	F	0.05	20.0	C	0.18	62.4	F	0.18	62.4	F
		INT =			0.9	A		50.0	E		50.0	E		1.7	A		54.3	F		54.3	F		1.6	A		543.5	F		543.5	F		0.6	A		1.4	A		1.4	A
59	Thomson Ave &	EB	LT	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection			Analyzed as signalized intersection		
	Queensboro Bridge Off-Ramp	EB	T	0.17	0.0	A	0.18	0.0	A	0.18	0.0	A																												
		WB	T	0.22	0.0	A	0.43	0.0	A	0.43	0.0	A																												
		WB	TR	0.55	0.0	A	0.66	0.0	A	0.66	0.0	A																												
		INT =			0.0	A		0.0	A		0.0	A																												
60	Thomson Ave &	EB	T	0.12	0.0	A	0.13	0.0	A	0.13	0.0	A	0.34	0.0	A	0.34	0.0	A	0.34	0.0	A	0.50	0.0	A	0.50	0.0	A	0.50	0.0	A	0.41	0.0	A	0.41	0.0	A	0.41	0.0	A
	Queensboro Bridge On-Ramp	EB	T	0.12	0.0	A	0.13	0.0	A	0.13	0.0	A	0.34	0.0	A	0.34	0.0	A	0.34	0.0	A	0.50	0.0	A	0.50	0.0	A	0.50	0.0	A	0.41	0.0	A	0.41	0.0	A	0.41	0.0	A
		WB	T	0.47	0.0	A	0.66	0.0	A	0.66	0.0	A	0.13	0.0	A	0.17	0.0	A	0.17	0.0	A	0.20	0.0	A	0.23	0.0	A	0.23	0.0	A	0.10	0.0	A	0.13	0.0	A	0.13	0.0	A
		WB	TR	0.44	0.0	A	0.54	0.0	A	0.54	0.0	A	0.24	0.0	A	0.26	0.0	A	0.26	0.0	A	0.26	0.0	A	0.28	0.0	A	0.28	0.0	A	0.26	0.0	A	0.27	0.0	A	0.27	0.0	A
		WB	R	0.41	0.0	A	0.41	0.0	A	0.41	0.0	A	0.35	0.0	A	0.35	0.0	A	0.35	0.0	A	0.32	0.0	A	0.32	0.0	A	0.32	0.0	A	0.41	0.0	A	0.41	0.0	A	0.41	0.0	A
		INT =			0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A		0.0	A
65	5th St &	WB	R	Does not exist in No-Action scenario			0.11	0.0	A	0.11	0.0	A	Does not exist in No-Action scenario			0.11	0.0	A	0.11	0.0	A	Does not exist in No-Action scenario			0.17	0.0	A	0.17	0.0	A	Does not exist in No-Action scenario			0.14	0.0	A	0.14	0.0	A
	44th Rd	NB	T				0.05	10.3	B	0.05	10.3	B				0.05	10.4	B	0.05	10.4	B				0.04	11.0	B	0.04	11.0	B				0.02	10.5	B	0.02	10.5	B
		INT =						1.5	A		1.5	A					1.5	A		1.5	A					1.0	A		1.0	A					0.5	A		0.5	A

Notes:

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

L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume-to-capacity ratio

Sec/veh - seconds per vehicle

LOS - level of service

***** - Denotes an impacted movement (With-Action LOS E with delay 5 sec >= No-Action delay, or With-Action F with delay 4 sec >= No-Action delay)

Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

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TECHNICAL MEMORANDUM

TO: **NYCDCP**
FROM: **Philip Habib & Associates**
DATE: **4/8/2025 (Updated 4/17/2025)**
PROJECT: **Long Island City Neighborhood Plan (LICNP) Rezoning [PHA No. 2152D]**
RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian, and parking conditions for the *Long Island City Neighborhood Plan (LICNP) Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided.

THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP) is proposing a series of land use actions, including zoning map amendments, zoning text amendments (including mapping a Mandatory Inclusionary Housing (MIH) to ensure affordable housing is part of any future development), changes in the City Map, and disposition of non-residential City-Owned property that would facilitate the implementation of a multi-year planning process conducted in the Long Island City neighborhood of Queens in partnership with elected officials, city agencies, community boards, and local stakeholders. The Proposed Actions would approximately affect the transit-rich area bounded by 40th Avenue to the north, 24th Street to the east, 47th Avenue to the south, and the East River to the west.

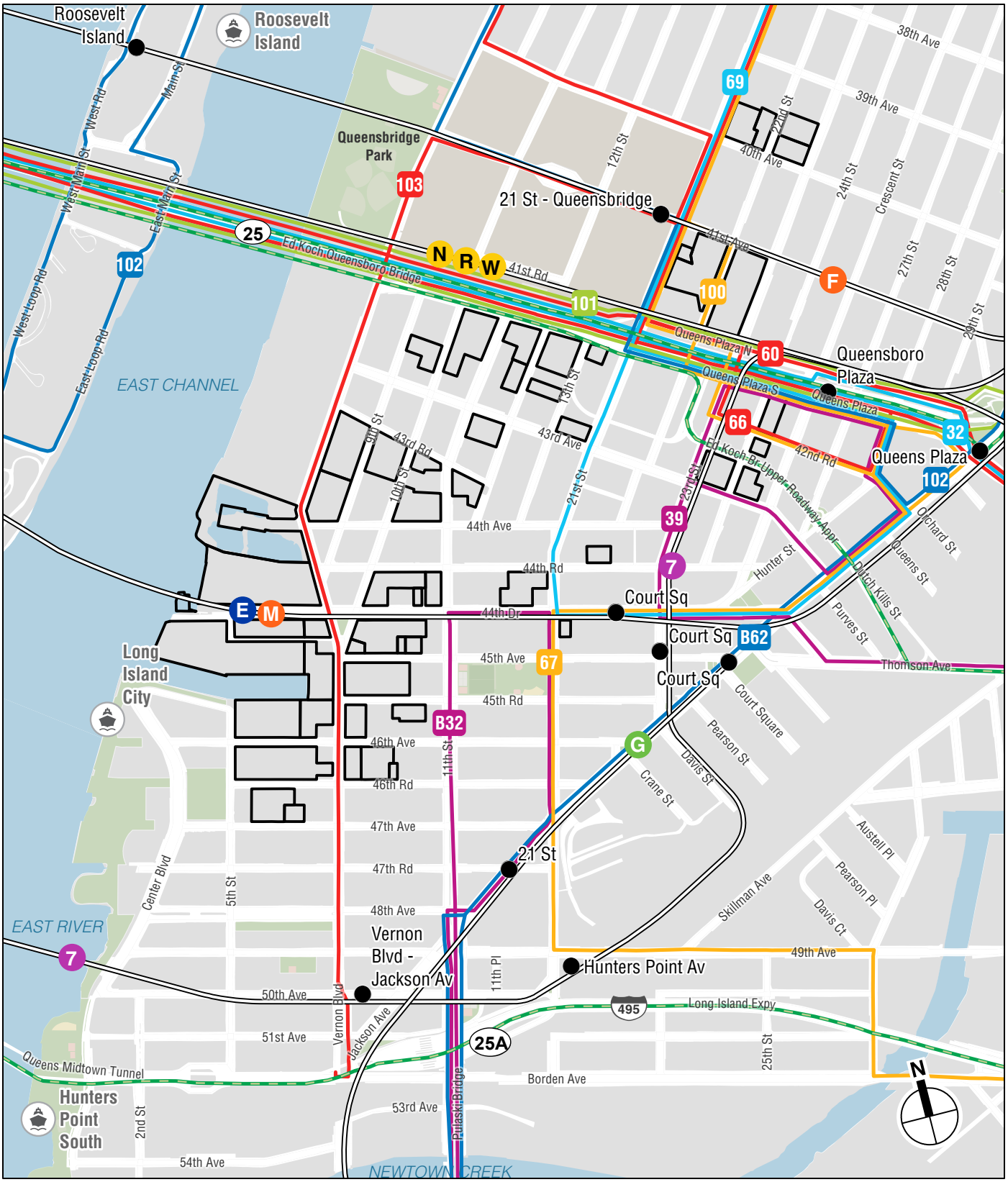
THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No Action) and "future with the proposed actions" (With Action) conditions is analyzed for an analysis year of 2035. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the 2035 analysis year), while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of transportation analyses. A total of 52 projected development sites were identified and are considered for the purposes of the transportation analyses.

Future Without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No Action Condition), the identified projected development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant

1.28.25



Projected Development Sites

80 *Local Bus Route*

Express Bus Route

Subway Station

N *Subway Line*

Ferry Landing

Local Bus Routes

B32 Q67
B62 Q69
Q32 Q100
Q39 Q101
Q60 Q102
Q66 Q103

0 1,000 FEET

Project Area Map

Figure 1

LONG ISLAND CITY NEIGHBORHOOD PLAN

buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table 1** shows the No Action Condition for the projected development sites.

As shown in **Table 1** below, it is anticipated that, in the future without the Proposed Actions, there will be a total of approximately 6,188,101 sf of built floor area on the 52 projected development sites. Under the RWCDS, the total No Action development would comprise 2,311 dwelling units (DUs), 341,300 sf of retail space, 1,808,364 sf of office space, 53,470 sf of other commercial space, 821,932 sf of warehouse space, 14,936 sf of auto-related use, 887,767 sf of light manufacturing space.

Future With the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions, the zoning map and zoning text amendments would be approved, allowing for significant housing production in the Project Area. As such, the Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in **Table 1**, the total development expected to occur under the Proposed Actions would consist of approximately 17,010 DUs, 911,053 sf of retail space, 345,707 sf of life science space, 4,373,824 sf of office space, 291,784 sf of community center space (a 599- seat intermediate school on Projected Site 68 for purposes of transportation analyses), 930,150 sf of light manufacturing space, and no warehouse or auto-related spaces.

Table 1
2035 RWCDS No-Action and With-Action Land Uses

Land Use	Existing	No-Action	With-Action	Increment
Residential				
Residential (GSF)	9,273	2,260,332	16,632,900	14,372,568
Total DUs	12	2,311	17,010	14,699
Commercial				
Local Retail (GSF)	41,905	341,300	911,053	569,753
Life Science (GSF)	0	0	345,707	345,707
Office (GSF)	748,395	1,808,364	4,373,824	2,565,460
Other Commercial[1] (GSF)	112,870	53,470	0	-53,470
Total Commercial (GSF)	*903,170*	*2,203,134*	*5,630,584*	*3,427,450*
Community Facility				
Community Center (GSF)[2]	0	0	291,784	291,784
Total Community Facility (GSF)	0	0	*291,784*	291,784
Industrial/Auto-Related				
Warehouse (GSF)	489,327	821,932	0	-821,932
Auto-Related	14,936	14,936	0	-14,936
Light Manufacturing (GSF)	757,345	887,767	930,150	42,383
Total Industrial (GSF)	1,261,608	1,724,635	930,150	-794,485

Notes:
[1]For purposes of travel demand forecasting, "Other Commercial" uses were assumed to be Offices.
[2]For purposes to travel demand forecasting, the 104,679 gsf "Community Facility" space on Site 68 is assumed to be a 599-seat intermediate school. The remaining community facility spaces are community center spaces.

Table 1 shows the total anticipated No-Action and With-Action land uses across the 52 projected development sites. As shown in **Table 1**, the projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions for the projected development sites would be a net increase of approximately 14,699 DUs, 569,753 sf of retail space, 345,707 sf of life science space, 2,565,460 sf of office space, 291,784 sf of community center space (assuming a 599- seat intermediate school for purposes of transportation analyses), and 42,383 sf of light manufacturing space. There would be a net decrease of approximately 821,932 sf of warehouse space, 14,936 sf of auto related uses, and 53,470 of other commercial space. It should be noted that for purposes of travel demand forecasting, "Other Commercial" uses were assumed to be office spaces.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action land uses on projected development sites are summarized in **Table 2** and discussed below.

The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each projected land use were primarily based on those cited in the 2021 City Environmental Quality Review (CEQR) Technical Manual, factors developed for recent environmental reviews in the area, American Community Survey (ACS) journey-to-work 5-year (2015-2019) data for Queens census tracts near the project area, American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products Program (CTPP) reverse journey-to-work 5-year (2012-2016) data, and data from other standard professional references. In accordance with the *CEQR Technical Manual*, a 25 percent taxi overlap was applied. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Retail

The trip generation rates, temporal distributions, and directional in/out splits for local retail were based on data from the 2021 *CEQR Technical Manual*. Modal splits and vehicle occupancy rates were based on survey data provided by NYC Department of Transportation (NYCDOT) for local retail. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*. A 50% local retail pass-by / linked trip credit will be applied as part of the Level 2 trip assignment in consultation with NYCDOT.

Residential

Residential person trip rates, temporal distribution, and directional in/out splits reflect data from the 2021 *CEQR Technical Manual*. Modal splits and auto occupancy were based on 2015-2019 5-year ACS journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33, and taxi vehicle occupancy was based on data from the 2022 *Innovation QNS FEIS*. The 2015-2019 modal split data was adjusted to account for a four percent ferry share as the NYC Ferry is served by two ferry routes at the Long Island City and the Hunters Point South ferry terminals since 2017. The four percent was taken out of subway and bus modes proportionally. Truck generation rates and temporal distributions reflect those cited in the 2021 *CEQR Technical Manual*.

Non-Retail Commercial Uses

Non-retail commercial land uses include office, life science, auto-related (auto repair) uses, and non-profit office. As shown in **Table 2**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, data provided by NYCDOT, the 2021 *Gowanus Neighborhood Rezoning FEIS*, the 2024 *SPARC Kips Bay FEIS,* the 2022 *Innovation QNS FEIS*, and 2012-2016 CTPP reverse journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33.. With exception to office and non-profit office spaces (which uses DOT guidance on modal splits) other non-retail commercial uses reverse journey-to-work data to determine modal split. However, due to the Project Area's accessibility to the ferry service, the ferry modal split for these uses was assumed to be four percent, with the four percent taken out of subway and bus modes proportionally.

Community Center

For the purposes of travel demand forecasting, community facility space is assumed to be community center space. As shown in **Table 2**, the factors used to forecast travel demand from the community center uses were based on the *CEQR Technical Manual and* the *2022 Innovation QNS FEIS.*

Intermediate School

As shown in **Table 2**, the person trip generation for intermediate school was conducted separately for students, parents, and staff. The trip generation rates were based on data provided in the *CEQR Technical Manual*. The school staff modal splits and vehicle occupancies were based on the previously discussed 2012-2016 CTPP reverse journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33 used for office workers. The temporal distributions, modal splits, directional distributions, vehicle occupancies and truck trip generation rates were based on data from the 2008 *Hunter's Point South and Related Actions FEIS*.

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, taxi occupancy, and truck factors for light industrial uses were based on data from the 2022 *Innovation QNS FEIS.* These factors for warehouse use were also based on data from the 2022 *Innovation QNS FEIS* as well as data provided by NYCDOT. The modal splits and auto occupancy for both uses were based on 2012-216 AASHTO CTPP reverse journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33. Due to the Project Area's accessibility to the ferry service, the ferry modal split was assumed to be four percent, with the four percent taken out of subway and bus modes proportionally.

Table 2
Transportation Planning Factors

Land Use:	Local Retail		Office		Residential		Auto Related		Light Industrial		Warehouse		School (Intermediate Students)		School Staff		Parents (Grade 6 Students)		Community Center		Other Commercial		Life Science	
Trip Generation:	(1)		(1)		(1)		(9)		(4)		(8)		(1)		(1)		(1)		(1)		(1)		(10)	
Weekday	329.0		18.0		8.18		19.42		14.7		2.36		2.0		2.0		4.0		51.60		18.0		6.98	
Saturday	358.0		3.9		9.08		19.42		2.2		0.2		0.0		0.0		0.0		50.40		3.9		0.43	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Student		per Staff		per Parents		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(9)		(4)		(8)		(1)(9)		(1)		(1)(9)		(1)		(1)		(10)	
AM	4.8%		12.4%		9.3%		13.2%		13.2%		10.0%		49.5%		40.0%		49.5%		9.0%		12.4%		13.0%	
MD	8.0%		11.0%		5.6%		11.0%		11.0%		9.0%		0.0%		0.0%		0.0%		7.4%		11.0%		10.0%	
PM	10.9%		10.5%		8.5%		14.2%		14.2%		11.0%		5.0%		40.0%		5.0%		9.0%		10.5%		10.0%	
SAT	11.7%		14.1%		8.4%		10.7%		10.7%		33.0%		0.0%		0.0%		0.0%		12.6%		14.1%		11.0%	
Modal Splits:	(2)		(6)(11)	(4)	(3)		(9)		(5)(11)		(5)(11)		(12)		(5)(11)		(13)		(4)		(6)(11)	(4)	(10)	(4)
	Wkday	Wkend	AM/PM/SAT	MD	All Periods		All Periods		All Periods		All Periods		All Periods		All Periods		All Periods		All Periods		AM/PM/SAT	MD	AM/MD/PM	SAT
Auto	11.0%	8.0%	14.0%	2.0%	10.9%		85.0%		35.6%		35.6%		15.0%		35.6%		0.0%		5.0%		14.0%	2.0%	24.0%	24.0%
Taxi	0.0%	0.0%	2.0%	1.0%	0.2%		5.0%		0.9%		0.9%		0.0%		0.9%		0.0%		1.0%		2.0%	1.0%	7.0%	8.0%
Subway	4.0%	7.0%	51.0%	7.0%	73.5%		1.0%		37.5%		37.5%		45.0%		37.5%		53.0%		3.0%		51.0%	7.0%	30.0%	29.0%
Railroad	0.0%	0.0%	5.0%	0.0%	2.0%		0.0%		7.9%		7.9%		0.0%		7.9%		0.0%		0.0%		5.0%	0.0%	2.0%	1.0%
Bus	3.0%	4.0%	10.0%	5.0%	1.7%		1.0%		9.1%		9.1%		20.0%		9.1%		23.5%		6.0%		10.0%	5.0%	11.0%	19.0%
Ferry	0.0%	0.0%	4.0%	0.0%	4.0%		0.0%		4.0%		4.0%		0.0%		4.0%		0.0%		0.0%		4.0%	0.0%	2.0%	1.0%
Bike	0.0%	0.0%	4.0%	2.0%	1.2%		0.0%		1.2%		1.2%		0.0%		1.2%		0.0%		0.0%		4.0%	2.0%	2.0%	2.0%
Walk/Other	82.0%	81.0%	10.0%	83.0%	6.5%		8.0%		3.7%		3.7%		20.0%		3.7%		23.5%		85.0%		10.0%	83.0%	22.0%	16.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(1)		(1)		(1)		(9)		(4)		(8)		(1)		(1)		(1)		(1)		(1)		(10)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	52%	48%	86%	14%	22%	78%	65%	35%	88%	12%	77%	23%	100%	0%	100%	0%	50%	50%	57%	43%	86%	14%	89.0%	11%
MD	50%	50%	52%	48%	50%	50%	50%	50%	50%	50%	53%	47%	-	-	-	-	-	-	48%	52%	52%	48%	49.0%	51%
PM	50%	50%	16%	84%	62%	38%	50%	50%	12%	88%	27%	73%	0%	100%	0%	100%	50%	50%	52%	48%	16%	84%	23.0%	77%
SAT	50%	50%	48%	52%	55%	45%	50%	50%	47%	53%	64%	36%	-	-	-	-	-	-	48%	52%	48%	52%	75.0%	25%
Vehicle Occupancy:	(2)		(5,4)		(3,4)		(9)		(5,4)		(5,4)		(12)		(5)				(4)		(5,4)		(10)	
Auto	1.40		1.10		1.07		1.30		1.10		1.10		1.30		1.10		N/A		1.80		1.10		1.23	1.20
Taxi	1.40		1.42		1.40		1.30		1.20		1.30		1.30		1.20		N/A		1.40		1.42		1.40	1.40
Truck Trip Generation:	(1)		(1)		(1)		(9)		(4)		(8)		(12)						(4)		(1)		(10)	
Weekday	0.35		0.32		0.06		0.89		0.67		0.91		0.04		N/A		N/A		0.29		0.32		0.32	
Saturday	0.04		0.01		0.02		0.89		0.67		0.08		0.00		N/A		N/A		0.29		0.01		0.01	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per seat						per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(1)		(9)		(4)		(8)		(12)						(4)		(1)		(10)	
AM	8.0%		10.0%		12.0%		14.0%		14.0%		9.9%		9.7%		N/A		N/A		9.6%		10.0%		10.0%	
MD	11.0%		11.0%		9.0%		9.0%		9.0%		8.0%		7.8%		N/A		N/A		11.0%		11.0%		11.0%	
PM	2.0%		2.0%		2.0%		1.0%		1.0%		7.0%		5.1%		N/A		N/A		1.0%		2.0%		2.0%	
SAT	11.0%		11.0%		9.0%		0.0%		0.0%		28.0%		0.0%		N/A		N/A		0.0%		11.0%		11.0%	
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods/AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	67.0%	33.0%	50.0%	50.0%	N/A	N/A	N/A	N/A	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MD											57.0%	43.0%												
PM											60.0%	40.0%												
SAT											42.0%	58.0%												

Table 2 (cont'd)
Transportation Planning Factors

Notes:

(1) Based on data from the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual*.
(2) Based on NYCDOT mode split and vehicle occupancy survey data.
(3) Based on American Community Survey journey-to-work 5-Year (2015-2019) data for Queens Census Tracts 1, 7, 19, 25 and 33.
(4) Based on data from Innovation QNS FEIS, 2022.
(5) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Queens Census Tracts 1, 7, 19, 25 and 33.
(6) Based on DOT Guidance.
(7) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands) for uses over 15,000 sf, or trip rate 74.6 when use less than 15,000 sf.
(8) Based on data provided by NYCDOT.
(9) Based on data from the Gowanus Neighborhood Rezoning FEIS, 2021.
(10) Based on data from the SPARC Kips Bay DEIS, 2024.
(11) 4% Ferry share based on project area's proximity to ferry terminal.
(12) Based on data from Hunter's Point South Rezoning and Related Actions, 2008.
(13) Assumes a 1:1.3 parent-to-PS student ratio taking subway, rail, bus, and walk modes. Parent modal split adjusted for pedestrian related trips only.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2040 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No-Action condition) that would occur in 2040 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 23,162 person trips in the weekday AM peak hour, 19,936 in the weekday midday, 26,186 in the weekday PM peak hour, and 25,644 in the Saturday peak hour.

Peak hour vehicle trips, shown in **Table 4**, (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 2,698, 1,647, 2,642, and 2,112 (in and out combined) in the weekday AM, midday and PM, and Saturday peak hours, respectively.

Peak hour subway trips would increase by a net total of approximately 11,722, 5,649, 10,403, and 9,794in the weekday AM, midday, and PM, and Saturday peak hours, respectively. Transit bus trips would increase by approximately 1,177, 676, 1,079, and 867, respectively. Long Island Railroad (LIRR) peak hour trips would increase by approximately 504, 128, 442, and 295, respectively. Ferry trips would increase by approximately 676, 271, 601, and 503, respectively. Peak hour public transport trips would increase by a net total of approximately 14,031, 6,686, 12,473, and 11,454 during these periods.

Walk-only trips would increase by 5,976, 11,295, 10,325, and 11,558 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively, and lastly, peak hour bike trips would increase by a net total of approximately 362, 180, 315, and 190 during these periods.

Table 3
RWCDS Travel Demand Forecast- Person Trips

Land Use:	Local Retail		Office		Residential		Auto Repair		Light Industrial		Warehouse		School (Intermediate Students)		School Staff		Parents (Grade 6 Students)		Community Center		Other Commercial		Life Science		Total	
Size/Units:	569,753 gsf		2,511,990 gsf		14,699 DU		-14,936 gsf		42,383 gsf		-821,932 gsf		599 students		60 staff		154 parents		187,105 gsf		-53,470 gsf		345,707 gsf			
Peak Hour Trips:																										
AM	4,506		5,616		11,202		-38		76		-208		594		48		306		870		-124		314		23,162	
Midday	7,506		4,980		6,748		-32		68		-184		0		0		0		716		-108		242		19,936	
PM	10,230		4,752		10,240		-42		82		-224		60		48		32		870		-104		242		26,186	
Saturday	11,946		1,388		11,228		-32		8		-66		0		0		0		1,190		-34		16		25,644	
Person Trips:																										
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	258	236	675	109	268	956	-21	-12	25	3	-59	-16	89	0	17	0	0	0	25	19	-14	-2	66	8	1,329	1,301
Taxi	0	0	99	17	2	15	-1	-1	2	1	0	0	0	0	0	0	0	0	5	4	-2	0	20	2	125	38
Subway	93	86	2,456	401	1,815	6,434	0	0	26	1	-70	-19	267	0	18	0	81	81	15	11	-58	-9	83	10	4,726	6,996
LIRR	0	0	243	43	47	172	0	0	4	1	-10	-2	0	0	4	0	0	0	0	0	-5	0	6	1	289	215
Bus	67	63	482	78	38	150	0	0	4	1	-18	-4	119	0	4	0	36	36	29	23	-12	-2	31	4	780	349
Ferry	0	0	193	33	98	349	0	0	2	1	-5	0	0	0	2	0	0	0	0	0	-4	0	6	1	292	384
Bike	0	0	193	33	27	102	0	0	1	2	0	0	0	0	1	0	0	0	0	0	-4	0	6	1	224	138
Walk/Other	1,921	1,782	482	79	159	570	-2	-1	0	2	-5	0	119	0	2	0	36	36	420	319	-11	-1	61	8	3,182	2,794
Total	2,339	2,167	4,823	793	2,454	8,748	-24	-14	64	12	-167	-41	594	0	48	0	153	153	494	376	-110	-14	279	35	10,947	12,215
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	414	414	53	49	368	368	-14	-14	13	12	-38	-30	0	0	0	0	0	0	17	19	0	0	28	30	841	848
Taxi	0	0	27	22	5	5	-1	-1	2	2	0	0	0	0	0	0	0	0	4	4	0	0	8	9	45	41
Subway	149	149	183	165	2,488	2,488	0	0	9	8	-43	-35	0	0	0	0	0	0	10	11	-4	-4	37	38	2,829	2,820
LIRR	0	0	0	0	65	65	0	0	2	2	-5	-5	0	0	0	0	0	0	0	0	0	0	2	2	64	64
Bus	111	111	129	119	56	56	0	0	4	4	-10	-9	0	0	0	0	0	0	21	23	-2	-2	13	14	322	316
Ferry	0	0	0	0	134	134	0	0	2	2	-3	-2	0	0	0	0	0	0	0	0	0	0	2	2	135	136
Bike	0	0	53	49	36	36	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	92	88
Walk/Other	3,079	3,079	2,150	1,981	222	222	-1	-1	2	2	-2	-2	0	0	0	0	0	0	291	316	-49	-47	26	27	5,718	5,577
Total	3753	3753	2595	2385	3374	3374	-16	-16	35	33	-101	-83	0	0	0	0	0	0	343	373	-55	-53	118	124	10,046	9,890
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	564	564	108	558	691	427	-18	-18	4	22	-20	-62	0	9	0	17	0	0	23	21	-3	-11	13	45	1,362	1,572
Taxi	0	0	17	80	11	6	-1	-1	2	1	0	0	0	0	0	0	0	0	4	4	0	-1	4	13	37	102
Subway	205	205	388	2,027	4,674	2,867	0	0	4	23	-22	-71	0	27	0	18	8	8	14	12	-8	-49	17	56	5,280	5,123
LIRR	0	0	42	199	126	75	0	0	3	6	-3	-11	0	0	0	4	0	0	0	0	0	-4	1	4	169	273
Bus	154	154	76	398	109	63	0	0	3	4	-6	-18	0	12	0	4	4	4	27	25	-2	-10	6	20	371	656
Ferry	0	0	31	160	251	155	0	0	1	4	0	-5	0	0	0	2	0	0	0	0	0	-3	1	4	284	317
Bike	0	0	31	160	75	44	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	-3	1	4	108	207
Walk/Other	4,192	4,192	76	401	415	251	-2	-2	1	2	-1	-5	0	12	0	2	4	4	385	355	-1	-9	12	41	5,081	5,244
Total	5115	5115	769	3983	6352	3888	-21	-21	19	63	-52	-172	0	60	0	48	16	16	453	417	-14	-90	55	187	12,692	13,494
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	479	479	94	100	673	551	-14	-14	2	-4	-18	-7	0	0	0	0	0	0	29	31	-3	-2	3	1	1,245	1,135
Taxi	0	0	17	16	10	8	-1	-1	0	0	0	0	0	0	0	0	0	0	6	6	0	0	1	0	33	29
Subway	420	420	335	364	4,547	3,720	0	0	3	-2	-22	-10	0	0	0	0	0	0	17	19	-12	-10	4	1	5,292	4,502
LIRR	0	0	34	35	124	100	0	0	2	2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	158	137
Bus	236	236	65	73	103	86	0	0	0	0	-4	-3	0	0	0	0	0	0	35	37	-3	-2	2	1	434	428
Ferry	0	0	27	31	246	198	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274	229
Bike	0	0	27	31	72	58	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	90
Walk/Other	4,838	4,838	66	73	402	330	-1	-1	1	1	0	0	0	0	0	0	0	0	485	525	-1	-1	2	1	5,792	5,766
Total	5973	5973	665	723	6177	5051	-16	-16	10	-2	-46	-20	0	0	0	0	0	0	572	618	-19	-15	12	4	13,328	12,316

Table 4
RWCDS Travel Demand Forecast- Vehicle Trips

Land Use:	Local Retail		Office		Residential		Auto Repair		Light Industrial		Warehouse		School (Intermediate Students)		School Staff		Parents (Grade 6 Students)		Community Center		Other Commercial		Life Science		Total	
Size/Units:	569,753 gsf		2,511,990 gsf		14,699 DU		-14,936 gsf		42,383 gsf		-821,932 gsf		599 students		60 staff		154 parents		187,105 gsf		-53,470 gsf		345,707 gsf			
Vehicle Trips :																										
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	184	168	615	98	253	896	-16	-9	23	1	-56	-16	68	68	15	0	0	0	14	11	-13	-2	54	7	1,141	1,222
Taxi	0	0	69	16	2	12	-1	-1	0	1	0	0	0	0	0	0	0	0	3	2	-2	0	14	1	85	31
Taxi (Balanced)	0	0	69	69	14	14	-2	-2	0	0	0	0	0	0	0	0	0	0	4	4	-2	-2	14	14	97	97
Truck	6	6	42	42	49	49	-1	-1	2	2	-50	-23	1	1	0	0	0	0	2	2	0	0	6	6	57	84
Total	190	174	726	209	316	959	-19	-12	25	3	-106	-39	69	69	15	0	0	0	20	17	-15	-4	74	27	1,295	1,403
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	296	296	53	49	346	346	-11	-11	11	10	-36	-29	0	0	0	0	0	0	9	11	0	0	23	24	691	696
Taxi	0	0	18	16	5	5	-1	-1	2	2	0	0	0	0	0	0	0	0	2	2	0	0	6	6	32	30
Taxi (Balanced)	0	0	34	34	10	10	-2	-2	3	3	0	0	0	0	0	0	0	0	4	4	0	0	11	11	60	60
Truck	7	7	45	45	36	36	-1	-1	1	1	-32	-24	1	1	0	0	0	0	3	3	0	0	6	6	66	74
Total	303	303	132	128	392	392	-14	-14	15	14	-68	-53	1	1	0	0	0	0	16	18	0	0	40	41	817	830
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	403	403	98	505	648	401	-14	-14	2	19	-20	-57	7	7	0	15	0	0	13	12	-3	-11	11	37	1,145	1,317
Taxi	0	0	16	55	9	5	-1	-1	2	-1	0	0	0	0	0	0	0	0	2	2	0	-1	3	9	31	68
Taxi (Balanced)	0	0	71	71	13	13	-2	-2	1	1	0	0	0	0	0	0	0	0	4	4	-1	-1	11	11	97	97
Truck	0	0	6	6	8	8	0	0	1	1	-28	-20	1	1	0	0	0	0	0	0	0	0	1	1	-11	-3
Total	403	403	175	582	669	422	-16	-16	4	21	-48	-77	8	8	0	15	0	0	17	16	-4	-12	23	49	1,231	1,411
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	344	344	86	90	630	519	-11	-11	1	-5	-18	-7	0	0	0	0	0	0	16	17	-3	-2	3	1	1,048	946
Taxi	0	0	17	16	9	7	-1	-1	0	0	0	0	0	0	0	0	0	0	4	4	0	0	1	0	30	26
Taxi (Balanced)	0	0	33	33	15	15	-2	-2	0	0	0	0	0	0	0	0	0	0	8	8	0	0	1	1	55	55
Truck	0	0	0	0	11	11	0	0	0	0	-6	-8	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Total	344	344	119	123	656	545	-13	-13	1	-5	-24	-15	0	0	0	0	0	0	24	25	-3	-2	4	2	1,108	1,004

Notes:
50% linked trip credit applied to local retail use.

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections of this memorandum, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to a proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments demonstrate that a proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 50 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrian, vehicular and pedestrian safety, and parking conditions.

Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, the net number of incremental vehicle trips – approximately 2,698, 1,647, 2,642, and 2,112 – would exceed the 50-trip threshold for vehicles in the weekday AM, midday, PM, and Saturday periods, respectively. Therefore, a Level 2 screening analysis is warranted for all periods to determine which intersections would require a quantified analysis.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 3**, the Proposed Actions are expected to generate an increase of approximately 11,722 and 10,403 subway trips in the weekday AM and PM peak hour, respectively. As these number of incremental subway trips exceed the 200-trip threshold in either peak period, a Level 2 screening analysis is warranted to determine which if any subway station and routes require quantified analysis.

Additionally, as also shown in **Table 3**, the Proposed Actions are expected to result in a net increase of 1,129 and 1,027 bus trips in the weekday AM and PM peak hours, respectively. As these number of incremental bus trips exceeds the 200-trip threshold in either peak period, a Level 2 screening analysis is warranted to determine which if any bus routes would require quantified analysis.

The Proposed Actions are expected to result in a net increase of 504 and 442 rail trips in the weekday AM and PM peak hours to rail stations in proximity to the project area. As these trips would be distributed to multiple stations, significant impacts to surrounding rail stations are not anticipated as a result of the Proposed Actions, rail analyses are not warranted.

Citywide Ferry Service (CWFS)

According to the general thresholds specified in the *CEQR Technical Manual*, detailed ferry analyses are generally not required if a proposed action is projected to result in fewer than 50 peak hour ferry riders. If a proposed action would result in 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, a detailed ferry analysis would be warranted. Similar to transit analyses, ferry analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the public transport system is usually highest.

As shown in **Table 3**, the Proposed Actions are expected to generate an increase of approximately 676 and 601 ferry trips in the weekday AM and PM peak hour, respectively. As these number of incremental ferry trips exceed the 200-trip threshold in either peak period, a Level 2 screening analysis is warranted to determine if any ferry routes or landing require quantified analysis.

Pedestrians

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area, or crosswalk). As shown in **Table 3**, the Proposed Actions would generate approximately 20,007, 17,981, 22,798, and 23,012 total pedestrian trips (including walk-only trips and pedestrians en route to/from nearby subway stations, rail stations, ferry terminals, and bus stops) in the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively. As these trips would exceed the 200-trip threshold in all periods, a Level 2 screening analysis is warranted to determine which pedestrian elements would require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

As discussed above, when Level 1 screening analysis thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. As the Level 1 screening analysis thresholds were exceeded for traffic, subway, and pedestrians, Level 2 screening assessments for these modes were prepared and are discussed below. If the trip assignments show that the Proposed Actions would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak-hour subway trips at a subway station, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, subway, and pedestrian conditions.

Traffic

Project Area Street Network

As shown in **Figure 1**, the street network serving the Project Area is comprised of an irregular street grid, typical for this area of Queens. As discussed above, the Project Area approximately encompasses the transit-rich area bounded by 40th Avenue to the north, 24th Street to the east, 47th Avenue to the south, and the East River to the west. The Project area is located in Queens Community District 1 and 2.

21st Street is a major two-way north and southbound principal arterial that extends from Borden Avenue to 20th Avenue. South of 43rd Avenue, it operates with one moving lane in each direction with curbside parking along one or both curbs. Above 43rd Avenue within the study area, it operates with two moving lanes in each direction with curbside parking on one or both curbs. 21st Street is also a designated through truck route.

Jackson Avenue is a major two-way east and westbound principal arterial that extends from Vernon Boulevard to Queens Plaza South and merges into Northern Boulevard. It generally operates with two moving lanes in each direction, curbside parking along one or both curbs, and a median separating the directional traffic flow. Jamaica Avenue is also a designated through truck route.

Queens Plaza North is a major one-way westbound principal arterial that extends from 21st Street to 41st Avenue. The roadway operates with one moving lane in the westbound direction with curbside parking along one or both curbs. **Queens Plaza South** is a major one-way eastbound principal arterial that extends from Vernon Boulevard to Jackson Avenue. The roadway operates with one moving lane in the eastbound direction with curbside parking.

Vernon Boulevard is a two-way north and southbound minor arterial that extends from Main Avenue in the north to Borden Avenue in the south. It typically operates with one moving lane in each direction with curbside parking in one or both curbs. The corridor is also a designated local truck route and typically includes shared bike lanes in both directions.

11th Street is a two-way north and southbound minor arterial that extends from Jackson Avenue to Queens Plaza South, within the study area. It typically operates with one moving lane in each direction with curbside parking in one or both curbs.

Crescent Street is a one-way southbound minor arterial that extends from Hunter Street to Hoyt Avenue South. It typically operates with one moving lane in the southbound direction with curbside parking in one or both curbs.

Most other roadways comprising the Project Area Street network typically provide local access and operate one-way with one to two moving lanes and parking along one or both curbs.

Traffic Assignment and Analyzed Intersections

As shown in **Table 4** and discussed above, the Proposed Actions' RWCDS is expected to result in a net incremental increase of approximately 2,698, 1,647, 2,642, and 2,112 vehicle trips (including auto, taxi, and truck trips) in the weekday AM, midday, and PM and Saturday peak hours, respectively. As these traffic volumes exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening

threshold for a detailed analysis), an assignment of these incremental traffic volumes was prepared for each period to determine the incremental trips at key intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different land uses under the RWCDS. **Table 5** shows the directional distributions of incremental auto and taxi trips by land use based on the origin/destination data. The origins/destinations of residential trips are based on 2015-2019 ACS journey-to-work data for Queens County census tracts 1, 7, 19, 25, and 33, while origins/destinations of office, life science, school staff, light industrial, and warehouse uses are based on 2012-2016 reverse journey-to-work data for the same tracts. Origins/destinations for uses that generate mostly local trips, including local retail, students/parents, auto repair, school, community center, were based on population density in proximity to the Project Area and surrounding neighborhoods within a half-mile radius. Although much of the project-generated auto demand is expected to park at off-street public parking facilities in the area or on-street, auto trips were assigned directly to their respective projected development sites. This can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at analyzed intersections in proximity to the Project Area rather than dispersing it to outlying public parking facilities in the adjacent neighborhoods.

Using the distributions shown in **Table 5**, auto and taxi trips were first assigned to various portals on the periphery of the Project Area and from there via the most direct route to each projected development site. Truck trips en route to and from each site were assigned to designated through and local truck routes and then to the most direct paths to and from the projected sites.

Table 5
Directional Distribution of Auto/Taxi Trips by Land Use

Land Use	Queens				Brooklyn	Bronx	New York	Queens	Staten Island	Long Island	New Jersey	Upstate NY/CT
	N	S	E	W								
Residential	10%	7%	73%	10%	8%	7%	14%	30%	0%	22%	4%	15%
Office/RJTW[1]	19%	2%	78%	1%	12%	6%	2%	48%	2%	19%	6%	5%
Local Retail/Other local uses[2]	28%	32%	14%	26%	---	---	---	---	---	---	---	---

[1] Includes school staff, life science, light industrial, and warehouse.
[2] Includes auto repair, students/parents, and community center

Based on consultation and coordination with NYCDCP and NYCDOT, 65 intersections were selected for traffic data collection in December 2024. The 65 intersections listed below and are shown in **Figures 2a** through **2d. Figures 2a** through **2d** also show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at the 65 selected intersections in proximity to the Project Area in the weekday AM, midday, and PM and Saturday peak hours, respectively.



Project Incremental AM Traffic Volumes



Project Incremental MD Traffic Volumes



Project Incremental PM Traffic Volumes



Project Incremental SAT Traffic Volumes

Traffic Locations Collected

1. 41st Ave & 21st St
2. 43rd Ave & 10th St
3. 43rd Ave & 11th St
4. 43rd Ave & 12th St
5. 43rd Ave & 13th St
6. 43rd Ave & 21st St
7. 43rd Ave & Vernon Blvd
8. 43rd Ave / Purves St & Jackson Ave
9. 43rd Rd & 10th St
10. 43rd Rd & 9th St
11. 43rd Rd & Vernon Blvd
12. 44th Ave & 10th St
13. 44th Ave & 11th St
14. 44th Ave & 21st St
15. 44th Ave & 9th St
16. 44th Ave & Vernon Blvd
17. 44th Dr & 10th St
18. 44th Dr & 11th St
19. 44th Dr & 21st St
20. 44th Dr & 23rd St
21. 44th Dr & 5th St
22. 44th Dr & Jackson Ave
23. 44th Dr & Vernon Blvd
24. 44th Rd & 10th St
25. 44th Rd & 21st St
26. 44th Rd & Vernon Blvd
27. 45th Ave (EB) & Vernon Blvd/10th St
28. 45th Ave (WB) & Vernon Blvd/10th St
29. 45th Rd & Vernon Blvd
30. 46th Ave & Vernon Blvd
31. 46th Rd & Vernon Blvd
32. 47th Ave & Van Dam St
33. 47th Ave & Vernon Blvd
34. 47th Rd & Vernon Blvd
35. 48th Ave & 11th St
36. 48th Ave & Van Dam St
37. 48th Ave & Vernon Blvd
38. 49th Ave & Vernon Blvd
39. 50th Ave & Vernon Blvd
40. 51st Ave & Vernon Blvd/Jackson Ave
41. Borden Ave & 21st St
42. Borden Ave & 23rd St
43. Borden Ave & 25th St
44. Borden Ave & 27th St
45. Borden Ave (EB) & Vernon Blvd
46. Borden Ave (EB) & Van Dam St
47. Borden Ave (WB) & Van Dam St

48. Hunter Point Ave & Van Dam St
49. Gale Ave & Van Dam St
50. Queens Blvd & Van Dam St
51. Queens Blvd/Thomson Ave & Van Dam St
52. Queens Boro Bridge Off Ramp & 21st St
53. Queens Plaza N. & 21st St
54. Queens Plaza S. & 10th St
55. Queens Plaza S. & 11th St
56. Queens Plaza S. & 13th St
57. Queens Plaza S. & 21st St
58. Queens Plaza S. & Jackson Ave
59. Queens Plaza S. & Vernon Blvd
60. Thomson Ave & 44th Dr
61. Thomson Ave & Queens Boro Bridge Off Ramp
62. Thomson Ave & Queens Boro Bridge On Ramp
63. Thomson Ave & Skillman Ave
64. Thomson Ave/Ct Square E & Jackson Ave
65. 44th Rd & 5th St (only exists in the With-Action)

Transit

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual,* detailed transit analyses are required if a proposed action is projected to result in greater than 200 peak hour subway riders. If a proposed action would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a subway analysis would be warranted.

Subway Analysis

Subway Stations

There is a total of six NYCT subway stations or station complexes in proximity to projected development sites that are expected to experience new demand as a result of the Proposed Actions as well as the Hunterspoint Avenue and Long Island City (LIRR) stations. These stations are shown in **Figure 1** and **Table 6**, along with the routes serving each facility. As shown in **Figure 1**, the no. 7 train operating on the Flushing line serves three stations within the project area – Vernon Blvd-Jackson Avenue, Court Square – 23rd Street, and Queensboro Plaza. The G train operating on the Brooklyn-Queens Crosstown local line serves two stations – 21st Street and Court Square– 23rd Street.

The E train operating on the 8th Avenue local line and the M train operating on the Queens Blvd local/6th Avenue local line serve two stations within the project area – Court Square– 23rd Street and Queens Plaza. The N train operating on the Broadway express line and the W train operating on the Broadway local line both serve the Queensboro Plaza Station.

The R train operating on the Broadway local line serves only the Queens Plaza Station within the project area. The F train operating on the 6th Avenue local line serves the 21st-Queensbridge station located on the north side of the project area.

The majority of these stations serving the project area run underground, with the exception of Court Square– 23rd Street and Queensboro Plaza station. Court Square– 23rd Street is a major station complex that serves the E, G, M, and no. 7 line. At this station the E, G, and M lines run underground, while the no. 7 line runs above ground. Similarly, the N and W lines at Queensboro Plaza station run underground, while the no. 7 line runs above ground.

Subway Assignment and Analyzed Stations

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 11,722 and 10,403 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each projected development site were assigned to the individual stations serving the Project Area based on their proximity. **Table 6** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations/station complexes serving the Project Area. As shown in **Table 6**, the highest number of incremental subway trips is expected to occur at the Court Square – 23rd Street (E/G/M/7) station complex which would experience approximately 9,216 incremental trips in the AM peak hour and 8,140 incremental trips in the PM peak hour. The next highest number of incremental subway trips is expected to occur at 21 St - Queensbridge (F) station complex which would generate approximately 1,419 incremental trips in the AM peak hour and 1,287 incremental trips in the PM peak hour. Queensboro Plaza (N/W/7) Station is expected to generate approximately 737 and 668 incremental subway trips in the AM and PM peak hours, respectively. All other subway stations serving the Project Area are expected to experience fewer than 200 incremental trips in the AM and PM peak hours.

As incremental peak hour demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold at the Court Square – 23rd Street (E/G/M/7), 21 St - Queensbridge (F), and Queensboro Plaza (N/W/7) station complexes, these stations will be selected for detailed analysis in the EIS. Key circulation elements (i.e., stairs, escalators and fare arrays) at these stations that are expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

Table 6
Net Incremental Peak Hour Subway Trips by Station

	AM Peak Hour Trips			PM Peak Hour Trips		
Subway Station	**In**	**Out**	**Total**	**In**	**Out**	**Total**
21 St (G)	3	48	51	34	8	42
Vernon Blvd - Jackson Av (7)	-7	139	132	102	13	115
Court Sq – 23rd Street (E/G/M/7)	3,871	5,345	9,216	4,021	4,119	8,140
Queensboro Plaza (N/W/7)	263	474	737	358	310	668
21 St - Queensbridge (F)	522	897	1,419	694	593	1,287
Queens Plaza (E/M/R)	74	93	167	71	80	151
Total	4,725	6,996	11,722	5,280	5,123	10,403

Notes: Shading indicates stations that exceed the CEQR 200-trip subway threshold

Subway Line Haul Analysis

As discussed above, the Project Area is served by a total of eight NYCT subway routes, including the F, G, E, M, N, R, W and 7. As the Proposed Actions may potentially generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be

included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus Analysis

There are 12 NYCT and MTA local bus services that operate within the Project Area. These services and the principal corridors on which they operate in proximity to the Project Area are listed and described in **Table 7**.

Bus Assignment and Analyzed Routes

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net total of approximately 1,129 and 1,027 incremental trips by local bus during the weekday AM and PM peak hours, respectively. These bus trips were assigned to each route based on proximity by block and current ridership patterns. Additional bus trips were considered for sites not within walking distance to a rail stations. These additional rail-to-bus trips were included in the assignment of incremental bus trips by bus route. **Table 8** shows the anticipated number of new riders expected on each local bus route (by direction) in the AM and PM peak hours under the Proposed Actions.

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8**, six routes are expected to experience 50 or more new trips in one or both peak hours and are therefore analyzed in the EIS – B32, Q32, Q60, Q66, Q69, and Q103.

Table 7
Bus Routes Serving the Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Project Area
B32	NYCT	– Long Island City – Williamsburg	11th Street/21st Street/44th Drive
B62	NYCT	–Long Island City – Downtown Brooklyn	Jackson Ave
Q32	NYCT	Penn Station Midtown - Jackson Heights	Ed Koch Queensboro Bridge
Q39	MTA	Long Island City - Glendale	23rd Street/Queens Plaza South
Q60	MTA	East Midtown – South Jamica	Ed Koch Queensboro Bridge
Q66	MTA	Long Island City - Flushing	21st Street/35th Avenue/Queens Plaza South
Q67	MTA	Long Island City – Middle Village	21st Street/44th Drive/Jackson Boulevard
Q69	MTA	Long Island City – Astoria	21st Street/Queens Plaza South/44th Drive
Q100	MTA	Long Island City – Rikers Island	21st Street/Queens Plaza South/42nd Road
Q101	MTA	–Astoria – East Midtown	Ed Koch Queensboro Bridge/Queens Plaza
Q102	MTA	Roosevelt Island – Astoria	21st Street/ Queens Plaza/40th Avenue/41st Avenue/31st Street
Q103	MTA	Hunters Point - Astoria	Vernon Boulevard/ 21st Street/40th Avenue/41st Avenue

Table 8
Net Incremental Peak Hour Subway Trips by Station

Route	Direction	Total Bus Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B32	**NB**	57	9	66	32	7	39
	SB	14	36	50	8	30	38
B62	**NB**	-12	4	-8	19	-3	16
	SB	-3	18	15	5	-11	-6
Q32	**EB**	61	9	70	16	37	53
	WB	40	13	53	11	56	67
Q39	**NB**	12	1	13	5	3	8
	SB	3	5	8	1	11	12
Q60	**EB**	140	8	148	36	32	68
	WB	36	31	66	9	130	139
Q66	**EB**	66	5	71	21	14	35
	WB	16	19	35	5	56	61
Q67	**NB**	17	2	19	9	4	13
	SB	4	8	12	2	17	19
Q69	**NB**	24	37	61	11	92	104
	SB	96	9	105	43	23	66
Q100	**NB**	4	4	8	1	12	13
	SB	14	1	15	5	3	8
Q101	**EB**	23	3	26	6	14	20
	WB	15	5	20	4	21	25
Q102	**EB**	7	24	31	19	21	40
	WB	11	16	27	28	14	42
Q103	**NB**	54	49	103	30	43	73
	SB	81	33	114	45	29	74
Total		780	349	1,129	371	656	1,027

Notes: Shading indicates routes (by direction) that exceed the CEQR 50-trip bus threshold

CWFS

There are two NYC ferry routes that service two ferry landings within the vicinity of Project Area. These ferry landings include the Long Island City landing at Gantry Plaza State Park (located north of 46th Avenue within the Project Area) and Hunters Point South (located immediately southwest of the Project Area). The routes that serve these landings are the Astoria and the East River routes. The Astoria route stops at the Long Island City landing, the following stop in the Manhattan-bound direction is the East 34th Street landing. The East River route starts and terminates at the Hunters Point South landing, the following stop in the Manhattan-bound direction is also the East 34th Street landing. Both landings/routes effectively service the same Manhattan ferry landings.

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net total of approximately 676 and 601 incremental trips by ferry during the weekday AM and PM peak hours, respectively. These ferry trips were assigned to each landing based on proximity to each Projected Development Site. However, as most Development Sites are located closer to the Long Island City landing, all ferry trips were assigned to this landing.

According to the general thresholds specified in the *CEQR Technical Manual*, a detailed analysis of CWFS conditions is generally not required if a proposed action is projected to result in fewer than 25 peak hour trips by CWFS in a single direction on a single route or fewer 50 at a ferry landing, as this level of new demand is considered unlikely to result in significant adverse impacts. As the Long Island City landing and the Astoria route are expected to experience more than 25 new ferry trips in one or both peak hours and are therefore analyzed in the EIS.

Pedestrians

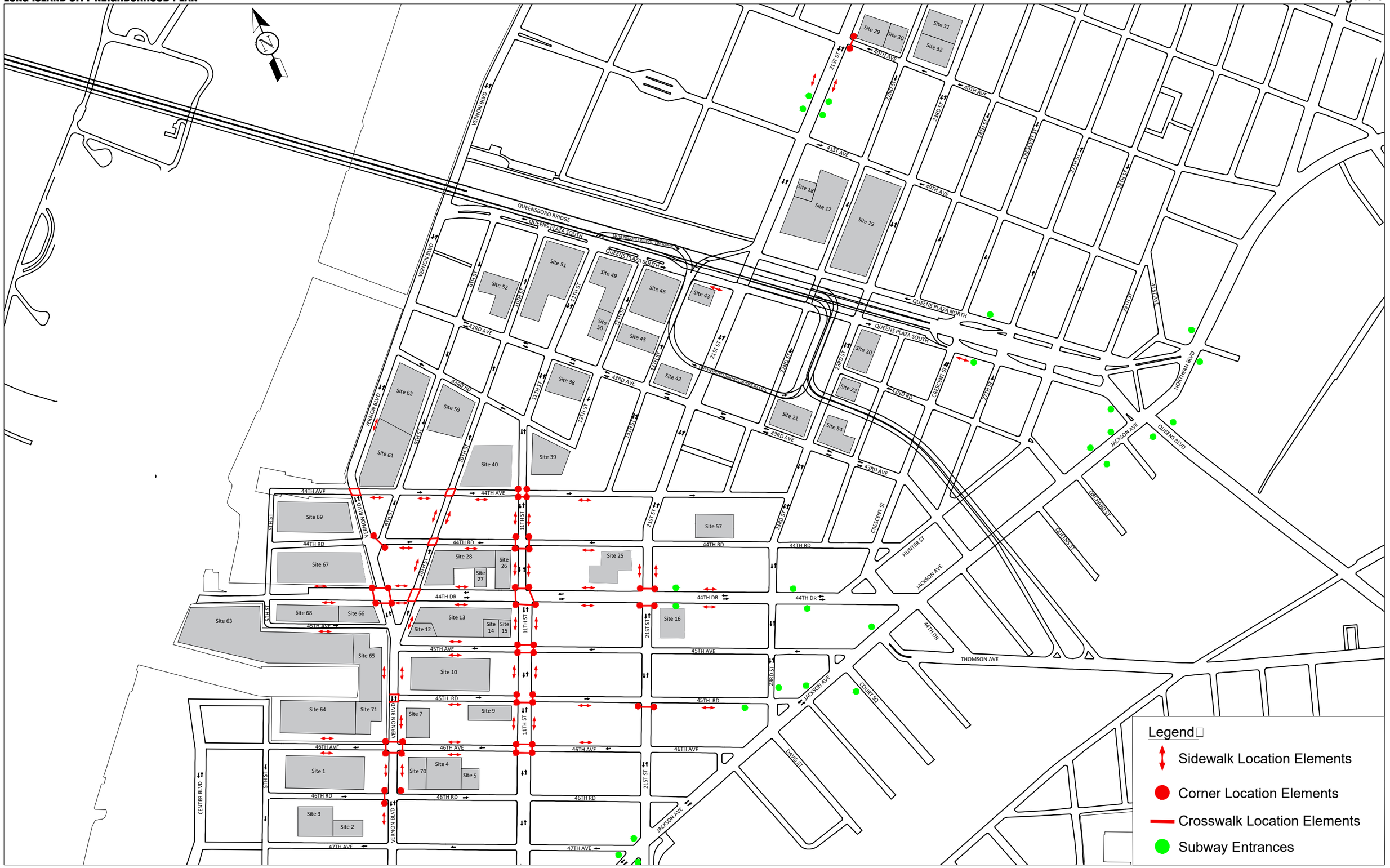
Based on *CEQR Technical Manual* guidance, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area, or crosswalk. As shown in **Table 3**, the development under the Proposed Actions would generate an incremental increase of 5,976, 11,395, 10,325 and 11,558 walk-only trips (in and out combined) during the weekday AM, midday, and PM and Saturday peak periods, respectively. In addition to the walk-only trips, transit trips (subway, bus, rail, and ferry trips) also include walk portions of the trip. Therefore, the Proposed Actions would generate a total of 20,007, 17,981, 22,798, and 23,012 total pedestrian trips in the weekday AM, weekday midday, weekday PM, and Saturday peak periods, respectively. During the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the projected development sites and along corridors connecting the site to nearby transit stations and bus stops. In the midday and Saturday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for dining, shopping and/or running errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, an assignment of net increment pedestrian volumes was prepared for each period to help identify potential elements for analysis (a Level 2 screening assessment). The analysis of pedestrian conditions in the EIS will focus on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. It is expected that these elements—sidewalks, corner areas and crosswalks—will be primarily located in the vicinity of major projected development sites and along corridors connecting these sites to area subway station entrances and bus routes.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. In consultation with NYCDCP and NYCDOT, representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the projected development sites were selected for detailed analysis based on a preliminary assignment. As shown in **Figure 3**, a total of 154 pedestrian elements (55 sidewalks, 54 crosswalks, and 45 corner areas) where selected for detailed pedestrian analysis.

Pedestrian Data Collection Locations

Figure 3



Sidewalks

1. East Sidewalk along 21st St between 40th Ave and 41st Ave
2. West Sidewalk along 21st St between 40th Ave and 41st Ave
3. South Sidewalk along 44th Ave between 21st St and 11th St
4. South Sidewalk along 44th Ave between 11th St and 10th St
5. South Sidewalk along 44th Ave between 10th St and 9th St
6. South Sidewalk along 44th Ave between 9th St and Vernon Blvd
7. South Sidewalk along 44th Rd between 21st St and 11th St
8. West Sidewalk along 11th St St between 44th Ave and 44th Rd
9. East Sidewalk along 11th St St between 44th Ave and 44th Rd
10. South Sidewalk along 44th Rd between 11th St and 10th St
11. West Sidewalk along 10th St between 44th Ave and 44th Rd
12. East Sidewalk along 10th St between 44th Ave and 44th Rd
13. South Sidewalk along 44th Rd between 10th St and Vernon Blvd
14. North Sidewalk along 44th Dr between 23rd St and 21st St
15. South Sidewalk along 44th Dr between 23rd St and 21st St
16. East Sidewalk along 21st St between 44th Rd and 44th Dr
17. West Sidewalk along 21st St between 44th Rd and 44th Dr
18. North Sidewalk along 44th Dr between 21st St and 11th St
19. South Sidewalk along 44th Dr between 21st St and 11th St
20. West Sidewalk along 11th St between 44th Rd and 44th Dr
21. East Sidewalk along 11th St between 44th Rd and 44th Dr
22. North Sidewalk along 44th Dr between 11th St and 10th St
23. South Sidewalk along 44th Dr between 11th St and 10th St
24. West Sidewalk along 10th St between 44th Rd and 44th Dr
25. North Sidewalk along 44th Dr between 10th St and Vernon Blvd
26. South Sidewalk along 44th Dr between 10th St and Vernon Blvd
27. North Sidewalk along 44th Dr between Vernon Blvd and 5th St
28. South Sidewalk along 44th Dr between Vernon Blvd and 5th St
29. West Sidewalk along 11th St between 44th Dr and 45th Ave
30. East Sidewalk along 11th St between 44th Dr and 45th Ave
31. North Sidewalk along 45th Ave between 11th St and Vernon Blvd
32. South Sidewalk along 45th Ave between 11th St and Vernon Blvd
33. East Sidewalk along 10th St between 44th Dr and 45th Ave
34. South Sidewalk along 45th Rd between 23rd St and 21st St
35. South Sidewalk along 45th Rd between 21st St and 11th St
36. West Sidewalk along 11th St between 45th Ave and 45th Rd
37. East Sidewalk along 11th St between 45th Ave and 45th Rd
38. South Sidewalk along 45th Rd between 11th St and Vernon Blvd
39. East Sidewalk along Vernon Blvd between 45th Ave and 45th Rd
40. North Sidewalk along 46th Ave between 21st St and 11th St
41. West Sidewalk along 11th St between 46th Ave and 45th Rd
42. East Sidewalk along 11th St between 46th Ave and 45th Rd
43. North Sidewalk along 46th Ave between 11th St and Vernon Blvd
44. South Sidewalk along 46th Ave between 11th St and Vernon Blvd
45. West Sidewalk along Vernon Blvd between 45th Ave and 46th Ave
46. East Sidewalk along Vernon Blvd between 45th Rd and 46th Ave
47. North Sidewalk along 46th Ave between Vernon Blvd and 5th St

48. South Sidewalk along 46th Ave between Vernon Blvd and 5th St
49. West Sidewalk along Vernon Blvd between 46th Ave and 46th Rd
50. South Sidewalk along 45th Ave between 5th St and Vernon Blvd
51. East Sidewalk along Vernon Blvd between 44th Ave and 43rd Rd
52. West Sidewalk along Vernon Blvd between 46th Rd and 47th Ave
53. East Sidewalk along Vernon Blvd between 46th Ave and 46th Rd
54. South Sidewalk along Queens Plaza South between 13th St and 21st St
55. South Sidewalk along Queens Plaza South between Crescent St and 27th St

Crosswalks

1. East Crosswalk of 40th Ave and 21st St
2. East Crosswalk of 44th Ave and 11th St
3. South Crosswalk of 44th Ave and 11th St
4. West Crosswalk of 44th Ave and 11th St
5. East Crosswalk of 44th Rd and 11th St
6. South Crosswalk of 44th Rd and 11th St
7. West Crosswalk of 44th Rd and 11th St
8. East Crosswalk of 44th Rd and Vernon Blvd
9. North Crosswalk of 44th Dr and 21st St
10. South Crosswalk of 44th Dr and 21st St
11. North Crosswalk of 44th Dr and 11th St
12. East Crosswalk of 44th Dr and 11th St
13. West Crosswalk of 44th Dr and 11th St
14. South Crosswalk of 44th Dr and 11th St
15. North Crosswalk of 44th Dr and Vernon Blvd
16. East Crosswalk of 44th Dr and Vernon Blvd
17. South Crosswalk of 44th Dr and Vernon Blvd
18. West Crosswalk of 44th Dr and Vernon Blvd
19. North Crosswalk of 45th Ave and 11th St
20. East Crosswalk of 45th Ave and 11th St
21. South Crosswalk of 45th Ave and 11th St
22. West Crosswalk of 45th Ave and 11th St
23. South Crosswalk of 45th Rd and 21st St
24. East Crosswalk of 45th Rd and 11th St
25. South Crosswalk of 45th Rd and 11th St
26. West Crosswalk of 45th Rd and 11th St
27. North Crosswalk of 46th Ave and 11th St
28. East Crosswalk of 46th Ave and 11th St
29. West Crosswalk of 46th Ave and 11th St
30. South Crosswalk of 46th Ave and 11th St
31. North Crosswalk of 46th Ave and Vernon Blvd
32. East Crosswalk of 46th Ave and Vernon Blvd
33. South Crosswalk of 46th Ave and Vernon Blvd
34. West Crosswalk of 46th Ave and Vernon Blvd
35. West Crosswalk of 46th Rd and Vernon Blvd
36. North Crosswalk of 44th Ave and Vernon Blvd
37. East Crosswalk of 44th Ave and Vernon Blvd
38. South Crosswalk of 44th Ave and Vernon Blvd

39. West Crosswalk of 44th Ave and Vernon Blvd
40. North Crosswalk of 44th Ave and 10th St
41. East Crosswalk of 44th Ave and 10th St
42. South Crosswalk of 44th Ave and 10th St
43. West Crosswalk of 44th Ave and 10th St
44. North Crosswalk of 44th Rd and 10th St
45. East Crosswalk of 44th Rd and 10th St
46. South Crosswalk of 44th Rd and 10th St
47. West Crosswalk of 44th Rd and 10th St
48. North Crosswalk of 44th Dr and 10th St
49. East Crosswalk of 44th Dr and 10th St
50. West Crosswalk of 44th Dr and 10th St
51. South Crosswalk of 44th Dr and 10th St
52. North Crosswalk of 45th Rd and Vernon Blvd
53. East Crosswalk of 45th Rd and Vernon Blvd
54. South Crosswalk of 45th Rd and Vernon Blvd

Corners Areas

1. NE Corner of 40th Ave and 21st St
2. SE corner of 40th Ave and 21st St
3. NW Corner of 44th Ave and 11th St
4. NE Corner of 44th Ave and 11th St
5. SW Corner of 44th Ave and 11th St
6. SE Corner of 44th Ave and 11th St
7. NW Corner of 44th Rd and 11th St
8. NE Corner of 44th Rd and 11th St
9. SW Corner of 44th Rd and 11th St
10. SE Corner of 44th Rd and 11th St
11. NE Corner of 44th Rd and Vernon Blvd
12. SE Corner of 44th Rd and Vernon Blvd
13. NW Corner of 44th Dr and 21st St
14. NE Corner of 44th Dr and 21st St
15. SW Corner of 44th Dr and 21st St
16. SE Corner of 44th Dr and 21st St
17. NW Corner of 44th Dr and 11th St
18. NE Corner of 44th Dr and 11th St
19. SW Corner of 44th Dr and 11th St
20. SE Corner of 44th Dr and 11th St
21. NW Corner of 44th Dr and Vernon Blvd
22. NE Corner of 44th Dr and Vernon Blvd
23. SW Corner of 44th Dr and Vernon Blvd
24. SE Corner of 44th Dr and Vernon Blvd
25. NW Corner of 45th Ave and 11th St
26. NE Corner of 45th Ave and 11th St
27. SW Corner of 45th Ave and 11th St
28. SE Corner of 45th Ave and 11th St
29. SW Corner of 45th Rd and 21st St
30. SE Corner of 45th Rd and 21st St

31. NW Corner of 45th Rd and 11th St
32. NE Corner of 45th Rd and 11th St
33. SW Corner of 45th Rd and 11th St
34. SE Corner of 45th Rd and 11th St
35. NW Corner of 46th Ave and 11th St
36. NE Corner of 46th Ave and 11th St
37. SW Corner of 46th Ave and 11th St
38. SE Corner of 46th Ave and 11th St
39. NW Corner of 46th Ave and Vernon Blvd
40. NE Corner of 46th Ave and Vernon Blvd
41. SW Corner of 46th Ave and Vernon Blvd
42. SE Corner of 46th Ave and Vernon Blvd
43. NW Corner of 46th Rd and Vernon Blvd
44. NE Corner of 46th Rd and Vernon Blvd
45. SW Corner of 46th Rd and Vernon Blvd