A. INTRODUCTION

In accordance with the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are developed and evaluated. As discussed in previous chapters of this EIS, significant adverse impacts from the Proposed Action were identified for operational traffic and pedestrians. Potential measures to mitigate these impacts are discussed below. Additional measures to mitigate these adverse impacts ~~may be~~were evaluated between the DEIS and FEIS.

B. PRINCIPAL CONCLUSIONS

Transportation

Traffic

As described in **Chapter 12, "Transportation,"** the Proposed Action would result in significant adverse traffic impacts at two study area intersections during one or more analyzed peak hours; specifically, three lane groups at two intersections in the weekday PM peak hour. As shown in **Table 19-1**, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts to all three impacted lane groups during the PM peak hour. Therefore, impacts would be fully mitigated at both impacted intersections during the weekday PM peak hour.

Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impact would remain unmitigated.

TABLE 19-1:
Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	44/17	44/17	0/0	0/0	0/0
Weekday MD	44/17	44/17	0/0	0/0	0/0
Weekday PM	44/17	41/15	3/2	3/2	0/0
Saturday	4/1	4/1	0/0	0/0	0/0

Pedestrians

Incremental demand from the Proposed Action would significantly adversely impact one analyzed crosswalk, one analyzed sidewalk, and one analyzed corner area in one or more analyzed peak hours. Widening the impacted crosswalk by 2.0 feet from 18.5 feet to 20.5 feet would fully mitigate the significant crosswalk impacts. As no feasible mitigation is available for the impacted sidewalk and corner area, impacts to one sidewalk and one corner area would remain unmitigated in one or more analyzed peak hours. Implementation of the proposed crosswalk mitigation is be subject to review and approval by DOT. If, prior

to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impact would remain unmitigated.

Construction

Traffic

As described in **Chapter 18, "Construction,"** the Proposed Action would result in significant adverse traffic impacts at three study area intersections during the analyzed PM construction peak hour; specifically, three lane groups at three intersections. As shown in **Table 19-2**, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts to all three impacted lane groups during the PM construction peak hour. Therefore, impacts would be fully mitigated at both impacted intersections during the weekday PM construction peak hour. Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impact would remain unmitigated.

TABLE 19-2:
Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Construction AM	44/17	44/17	0/0	0/0	0/0
Construction PM	44/17	41/14	3/3	3/3	0/0

C. TRANSPORTATION

Traffic

As described in **Chapter 12, "Transportation,"** the Proposed Action would result in significant adverse traffic impacts at two signalized study area intersections during one analyzed peak hour; specifically three lane groups at two intersections in the weekday PM peak hour. These impacted lane groups are summarized in **Table 19-3**.

As discussed below, these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of signal timings at the intersections of Division Avenue (EB/WB)/Wythe Avenue (NB/SB) and Clymer Street (EB/WB)/Kent Avenue (NB/SB)

- Restriping the westbound and southbound approaches at the intersection of Division Avenue (EB/WB) and Wythe Avenue (NB/SB)

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. **Table 19-4** summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during each analyzed peak hour. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. In the absence of the

application of mitigation measures, the impacts would remain unmitigated. Additional measures at the intersection of Division Avenue and Wythe Avenue ~~will~~ were~~be~~ further investigated between the DEIS and the FEIS to address the delays and queues, which included restriping the southbound approach. This measure, which has been reviewed and approved by DOT, would fully mitigate the significant adverse impacts at this location. ~~If no feasible and practicable measures are identified for this intersection, the impact would remain unmitigated.~~

TABLE 19-3:
Lane Groups With Significant Adverse Traffic Impacts

Signalized Intersections	Weekday PM Peak Hour
Wythe Avenue & Division Avenue	WB-LT
Kent Avenue & Clymer Street	EB-LR, WB-TR

Notes:
NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

TABLE 19-4:
Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds) (1)			Proposed Signal Timing (Seconds) (1)			Recommended Mitigation
		AM	MD	PM	AM	MD	PM	
Division Avenue (EB/WB) @ Wythe Avenue (NB/SB)	EB/WB NB/SB Peds	40 50 NA	40 50 NA	40 50 NA	40 43 7	40 43 7	41 42 7	- Install "No Standing Anytime" regulation along the north curb of the WB approach for 120 feet to allow for a left-turn only lane. - Restripe WB approach from one 14.5-foot-wide left-through lane to one 12-foot-wide through lane and one 11-foot-wide left-turn only lane. - Install a median channelization at the WB receiving lane. - Implement a 7s LPI phase for N/S crosswalks by transfering 7s of green time from NB/SB. - Transfer 1s of green time from NB/SB to EB/WB in PM. -Expand the "No Standing Anytime" regulation along the east curb of the SB approach to allow an 80 feet left turn bay. -Restripe SB approach for a 9-foot-wide left turn bay along the east curb. -Install "No Standing Anytime" regulation along the south curb of the WB approach for the B62 right-turn movement.
Clymer Street (EB/WB) @ Kent Ave (NB/SB)	EB/WB NB	28 62	28 62	28 62	28 62	28 62	32 58	- Transfer 4s of green time from NB to EB/WB in PM.

Notes:
(1) Signal timings shown indicate green plus yellow (including all red) for each phase.
This table has been updated for the FEIS; changes from the DEIS are not shown in strikethrough/underline.

Tables 19-5 and 19-6 show the peak hour v/c ratios, delays, and levels of service (LOS) at each impacted intersection with implementation of the recommended mitigation measures and compares them to No-Action and With-Action conditions for the weekday AM, midday, and PM peak hours. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant following the impact criteria described in **Chapter 12, "Transportation."**

Tables 19-5 and 19-6 show that significant adverse impacts would be fully mitigated at all three impacted lane groups during the PM peak hour.

TABLE 19-5:
Action-With-Mitigation Conditions at Impacted Lane Groups (Weekday AM and Midday)

Signalized Intersections	No-Action AM Peak Hour					With-Action AM Peak Hour					Action with Mitigation AM Peak Hour					No-Action MD Peak Hour					With-Action MD Peak Hour					Action with Mitigation MD Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Wythe Avenue @	EB	TR	0.37	21.8	C	EB	TR	0.61	29.3	C	EB	TR	0.55	26.6	C	EB	TR	0.29	20.6	C	EB	TR	0.43	23.8	C	EB	TR	0.41	23.4	C
Division Avenue	WB	LT	0.40	22.9	C	WB	LT	0.59	29.4	C	WB	L	0.46	26.9	C	WB	LT	0.44	23.9	C	WB	LT	0.55	28.0	C	WB	L	0.49	28.0	C
											WB	T	0.15	18.4	B										WB	T	0.10	17.8	B
											WB	Approach		23.0	C										WB	Approach		24.6	C
	NB	LR	0.20	13.5	B	NB	LR	0.34	16.4	B	NB	LR	0.55	30.2	C	NB	LR	0.20	13.7	B	NB	LR	0.20	13.7	B	NB	LR	0.31	20.6	C
	SB	LTR	0.65	20.9	C	SB	LTR	0.69	22.0	C	SB	L	0.10	16.1	B	SB	LTR	0.57	18.6	B	SB	LTR	0.58	18.8	B	SB	L	0.14	16.5	B
											SB	TR	0.75	29.9	C										SB	TR	0.59	23.7	C
Kent Avenue @	EB	LR	0.33	30.6	C	EB	LR	0.36	31.6	C	EB	LR	0.36	31.6	C	EB	LR	0.42	32.7	C	EB	LR	0.50	36.3	D	EB	LR	0.50	36.3	D
Clymer Street	WB	L	0.53	34.3	C	WB	L	0.58	36.3	D	WB	L	0.58	36.3	D	WB	L	0.57	35.5	D	WB	L	0.69	41.7	D	WB	L	0.69	41.7	D
	WB	TR	0.55	34.7	C	WB	TR	0.72	43.2	D	WB	TR	0.72	43.2	D	WB	TR	0.51	35.0	C	WB	TR	0.60	40.1	D	WB	TR	0.60	40.1	D
	NB	LR	0.1	6.7	A	NB	LR	0.10	6.7	A	NB	LR	0.10	6.7	A	NB	LR	0.06	6.4	A	NB	LR	0.06	6.4	A	NB	LR	0.06	6.4	A
	NB	T	0.36	8.9	A	NB	T	0.44	9.8	A	NB	T	0.44	9.8	A	NB	T	0.35	8.8	A	NB	T	0.36	9.0	A	NB	T	0.36	9.0	A

Notes:
NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn
V/C ratio – volume to capacity ratio
LOS – level of service
* - Denotes a significant adverse impact based on *CEQR Technical Manual* criteria
This table has been updated for the FEIS; changes from the DEIS are not shown in strikethrough/underline.

TABLE 19-6:
Action-With-Mitigation Conditions at Impacted Lane Groups (Weekday PM)

Signalized Intersections	No-Action PM Peak Hour					With-Action PM Peak Hour					Action with Mitigation PM Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Wythe Avenue @	EB	TR	0.39	21.9	C	EB	TR	0.75	34.7	C	EB	TR	0.71	31.3	C
Division Avenue	WB	LT	0.75	39.9	D	WB	LT	1.08	111.5	F *	WB	L	0.86	58.4	E
											WB	T	0.08	17.0	B
											WB	Approach		49.1	D
	NB	LR	0.22	14.0	B	NB	LR	0.24	14.5	B	NB	LR	0.47	28.3	C
	SB	LTR	0.22	14.0	B	SB	LTR	0.79	26.0	B	SB	L	0.12	16.9	B
	SB	TR	0.76	24.6	C						SB	TR	0.88	40.0	D
Kent Avenue @	EB	LR	1.10	130.2	F	EB	LR	1.31	213.8	F *	EB	LR	0.93	77.4	E
Clymer Street	WB	L	0.71	40.7	D	WB	L	0.81	49.2	D	WB	L	0.81	47.1	D
	WB	TR	0.76	46.6	D	WB	TR	0.94	74.2	E *	WB	TR	0.85	54.9	D
	NB	LR	0.03	6.2	A	NB	LR	0.03	6.2	A	NB	LR	0.03	7.8	A
	NB	T	0.51	10.7	B	NB	T	0.53	11.1	B	NB	T	0.57	14.0	B

Notes:
NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn
V/C ratio – volume to capacity ratio
LOS – level of service
* - Denotes a significant adverse impact based on *CEQR Technical Manual* criteria
This table has been updated for the FEIS; changes from the DEIS are not shown in strikethrough/underline.

Proposed Schedule for Traffic Mitigation Measures

Subject to the approval of DOT, the mitigation measures summarized in **Table 19-4** would be implemented to mitigate the significant adverse traffic impacts resulting from full build-out of the Proposed Project in 2026. As discussed in **Chapter 1, "Project Description,"** construction of the Proposed Project would occur over an approximately 22-month period, with an anticipated start date in the first quarter of 2025. Based on the anticipated construction schedule shown in **Chapter 18, "Construction,"** the incremental vehicle trips associated with the peak construction period in 2026 is expected to result in significant adverse traffic impacts. During the peak construction quarter, before the completion of the Proposed Project, implementation of some or all of the mitigation measures developed for full build-out of the Proposed Project in 2026 would be considered at impacted intersections in proximity to the Project Area.

Pedestrians

As discussed in **Chapter 12, "Transportation,"** the results of the analyses of pedestrian conditions show that demand from the Proposed Actions would significantly adversely impact one crosswalk, one sidewalk, and one corner area in one or more peak hours under the With Action Condition (see **Table 19-7**).

TABLE 19-7:
Summary of Significant Pedestrian Impacts

Corridor/Intersection	Impacted Element	Peak Hour	
		MD	PM
Kent Avenue & Division Avenue	South Crosswalk	-	X
Division Avenue between Wythe Avenue and Bedford Avenue	South Sidewalk	X	X
Kent Avenue & Clymer Street	Northwest Corner Area	-	X

Crosswalks

A significant adverse pedestrian impact is considered mitigated if measures implemented return the anticipated conditions to an acceptable level, following the same criteria used in determining impacts. Standard mitigation for projected significant adverse crosswalk impacts can include providing additional signal green time or new signal phases; widening crosswalks; and providing curb extensions, neck-downs, or lane reductions to reduce pedestrian crossing distance. **Table 19-8** shows the recommended mitigation measures to address the Proposed Action's significant crosswalk impact and their effectiveness. As shown in **Table 19-8** and discussed below, with implementation of the proposed mitigation measures, the crosswalk impact would be fully mitigated in the weekday PM peak hour. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impact would remain unmitigated.

TABLE 19-8:
Action-With-Mitigation Crosswalk Conditions – Weekday PM Peak Hour

Location	Crosswalk	No-Action			With-Action			Action-With-Mitigation			
		Width (ft)	Average Space (ft^2/ped)	LOS	Width (ft)	Average Space (ft^2/ped)	LOS	Width (ft)	Average Space (ft^2/ped)	LOS	Mitigation Measures
PM Peak Hour											
Kent Avenue & Division Avenue	South	18.5	51.1	B	18.5	21.8	D*	20.5	24.3	C	Mitigated by widening the crosswalk by 2.0 feet.

Note: * denotes a significant adverse impact based on *CEQR Technical Manual* criteria.
Refer to **Table 19-4** for proposed traffic mitigation measures.

South Crosswalk on Kent Avenue at Division Avenue

As shown in **Table 19-8**, under the Proposed Action, the south crosswalk on Kent Avenue at Division Avenue would operate at LOS D with 21.8 ft^2/ped in the weekday PM peak hour, and would be considered significantly adversely impacted during this period based on *CEQR Technical Manual* criteria. With a 2.0-foot widening (to a total of 20.5 feet in width), this crosswalk would operate at an acceptable LOS C with 24.3 ft^2/ped in the weekday PM peak hour, and the Proposed Action's significant adverse impacts to this crosswalk would be fully mitigated. In the absence of the application of this mitigation measure, the impacts would remain unmitigated.

Sidewalks

Of the six analyzed sidewalks, one is expected to be significantly adversely impacted by the incremental demand from the Proposed Action. As shown in **Table 19-7**, the south sidewalk on Division Avenue between Wythe Avenue and Bedford Avenue would be significantly adversely impacted during the weekday midday and PM peak hours. Under *CEQR Technical Manual* guidance, a significant adverse pedestrian impact is considered mitigated if measures implemented return the anticipated conditions to an acceptable level, following the same criteria used in determining impacts. Standard mitigation for projected significant adverse sidewalk impacts typically include relocating or removing street furniture or other impediments to pedestrian flow and sidewalk widening. As no feasible mitigation has been identified, these significant adverse pedestrian impacts would remain unmitigated during both periods. Consequently, the significant impact to the south sidewalk on Division Avenue between Wythe Avenue and Bedford Avenue would constitute an unavoidable significant adverse pedestrian impact as a result of the Proposed Action (refer to **Chapter 21, "Unavoidable Adverse Impacts"**).

Corner Areas

Of the 11 analyzed corner areas, one is expected to be significantly adversely impacted by the incremental demand from the Proposed Action. As shown in **Table 19-7**, the northwest corner at Kent Avenue and Clymer Street would be significantly adversely impacted during the weekday PM peak hour. Under *CEQR Technical Manual* guidance, a significant adverse pedestrian impact is considered mitigated if measures implemented return the anticipated conditions to an acceptable level, following the same criteria used in determining impacts. As no feasible mitigation has been identified, these significant adverse pedestrian impacts would remain unmitigated during the weekday PM peak hour. Consequently, the significant impact to the northwest corner at Kent Avenue and Clymer Street would constitute an unavoidable significant adverse pedestrian impact as a result of the Proposed Action (refer to **Chapter 21, "Unavoidable Adverse Impacts"**).

Effects of Traffic Mitigation on Pedestrian Conditions

Proposed traffic mitigation measures (discussed previously) would potentially affect pedestrian conditions at a total of two analyzed crosswalks and seven analyzed corner areas at two intersections in one or more peak hours. The recommended traffic mitigation measures at each of these locations would consist of signal timing adjustments of one to four seconds. As shown in **Tables 19-9 and 19-10**, with implementation of these proposed signal timing adjustments, all affected analyzed crosswalks and corner areas would continue to operate at an acceptable LOS C or better in all analyzed peak hours with the exception of the impacted northwest corner at Kent Avenue and Clymer Street, which would continue to operate at LOS D during the weekday PM peak hour. In addition, there would be no new pedestrian impacts. Sufficient pedestrian crossing time would also continue to be provided at all crosswalks. It should be noted that for the crosswalks with proposed pedestrian mitigation, both the proposed pedestrian and traffic mitigation measures were included in the analyses.

TABLE 19-9:
Action-With-Traffic Mitigation Crosswalk Conditions

Location	Crosswalk	With-Action Condition						Action-with-Mitigation						Proposed Mitigation
		Average Pedestrian Space (ft^2/ped)			Level of Service			Average Pedestrian Space (ft^2/ped)			Level of Service			
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	
Wythe Avenue & Divison Avenue	North	66.7	111.3	87.1	A	A	A	85.9	143.0	115.6	A	A	A	- Implement a 7s LPI phase for N/S crosswalks by transfering 7s of green time from NB/SB. - Transfer 1s of green time from NB/SB to EB/WB in PM.
	South	52.1	29.7	36.3	B	C	C	69.9	39.5	51.4	A	C	B	

TABLE 19-10:
Action-With-Traffic Mitigation Corner Conditions

Location	Corner	With-Action Condition						Action-with-Mitigation						Proposed Mitigation
		Average Pedestrian Space (ft^2/ped)			Level of Service			Average Pedestrian Space (ft^2/ped)			Level of Service			
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	
Wythe Ave & Division Ave	NE	206.2	295.2	250.8	A	A	A	208.9	296.4	251.7	A	A	A	- Implement a 7s LPI phase for N/S crosswalks by transfering 7s of green time from NB/SB. - Transfer 1s of green time from NB/SB to EB/WB in PM.
	SE	251.0	152.6	196.4	A	A	A	254.0	154.4	198.0	A	A	A	
	SW	319.4	196.4	252.3	A	A	A	320.2	199.2	255.1	A	A	A	
	NW	228.5	303.3	268.4	A	A	A	229.3	304.3	271.0	A	A	A	
Kent Ave & Clymer St	NE	347.5	236.8	220.7	A	A	A	347.5	236.8	220.7	A	A	A	- Transfer 4s of green time from NB to EB/WB in PM.
	SW	1303.0	506.6	793.9	A	A	A	1303.0	506.6	794.1	A	A	A	
	NW	91.9	28.8	21.5	A	C	D	91.9	28.8	23.0	A	C	D	

Notes: Shading denotes a significant adverse impact based on *CEQR Technical Manual criteria*

D. CONSTRUCTION

Traffic

As described in **Chapter 18, "Construction,"** the Proposed Action would result in significant adverse traffic impacts at three signalized study area intersections during one analyzed peak hour; specifically three lane groups at three intersections in the weekday PM construction peak hour. These impacted lane groups are summarized in **Table 19-11**.

As discussed below, these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of signal timings at the intersections of Division Avenue (EB/WB)/Kent Avenue (NB), Division Avenue (EB/WB)/Wythe Avenue (NB/SB), and Clymer Street (EB/WB)/Kent Avenue (NB/SB)

- Restriping the westbound approach at the intersection of Division Avenue (EB/WB) and Wythe Avenue (NB/SB)

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. **Table 19-12** summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during each analyzed peak hour. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

TABLE 19-11:
Lane Groups With Significant Adverse Construction Traffic Impacts

Signalized Intersections	Weekday PM Peak Hour
Kent Avenue & Division Avenue	EB-LT
Wythe Avenue & Division Avenue	WB-LT
Kent Avenue & Clymer Street	EB-LR

Notes:
NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

TABLE 19-12:
Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds) (1)		Proposed Signal Timing (Seconds) (1)		Recommended Mitigation
		Construction AM	Construction PM	Construction AM	Construction PM	
Division Avenue (EB/WB) @ Kent Avenue (NB)	EB/WB NB	27 63	27 63	27 63	30 60	- Transfer 3s of green time from NB/SB to EB/WB in PM.
Division Avenue (EB/WB) @ Wythe Avenue (NB/SB)	EB/WB NB/SB Peds	40 50 NA	40 50 NA	40 43 7	41 42 7	- Install "No Standing Anytime" regulation along the north curb of the WB approach for 120 feet to allow for a left-turn only lane. - Restripe WB approach from one 14.5-foot-wide left-through lane to one 12-foot-wide through lane and one 11-foot-wide left- - Install a median channelization at the WB receiving lane. - Implement a 7s LPI phase for N/S crosswalks by transfering 7s of green time from NB/SB. - Transfer 1s of green time from NB/SB to EB/WB in PM.
Clymer Street (EB/WB) @ Kent Ave (NB/SB)	EB/WB NB	28 62	28 62	28 62	30 60	- Transfer 2s of green time from NB to EB/WB in PM.

Notes:
(1) Signal timings shown indicate green plus yellow (including all red) for each phase.

Tables 19-13 show the peak hour v/c ratios, delays, and levels of service (LOS) at each impacted intersection with implementation of the recommended mitigation measures and compares them to No-Action and With-Action conditions for the AM and PM construction peak hours. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant following the impact criteria described in **Chapter 12, "Transportation."**

Tables 19-13 show that significant adverse impacts would be fully mitigated at all three impacted lane groups during the PM construction peak hour.

It should be noted that the intersection of Kent Avenue and Division Avenue would result in a significant adverse impact only during the PM construction peak hour and not during the weekday PM peak hour after full build-out. This impact could be mitigated through the implementation of signal timing modifications and striping modification to the westbound approach shown in **Table 19-12**. Implementation of this mitigation measure could be considered before full build-out of the Proposed Project even though the construction impacts would be temporary as the construction duration is expected to be no longer than two years. Should DOT determine that this identified mitigation measure is infeasible, the impact would remain.

TABLE 19-13:
Action-With-Mitigation Conditions at Impacted Lane Groups Under Construction Peak Period

Signalized Intersections	No-Action Construction AM Peak Hour					With-Action Construction AM Peak Hour					Action with Mitigation Construction AM Peak Hour					No-Action Construction PM Peak Hour					With-Action Construction PM Peak Hour					Action with Mitigation Construction PM Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Kent Avenue @	EB	LT	0.08	26.6	C	EB	LT	0.08	26.6	C	EB	L	0.08	26.5	C	EB	LT	0.23	28.6	C	EB	LT	1.03	89.3	F *	EB	L	0.88	53.1	D
Division Avenue	WB	TR	0.22	28.8	C	WB	TR	0.6	36.9	D	WB	TR	0.60	36.9	D	WB	TR	0.25	29.1	C	WB	TR	0.33	31.8	C	WB	TR	0.29	28.1	C
	NB	L	0.03	5.9	A	NB	L	0.37	10	A	NB	L	0.37	10.0	A	NB	L	0.06	6.1	A	NB	L	0.07	6.3	A	NB	L	0.08	7.6	A
	NB	TR	0.2	7.1	A	NB	TR	0.24	7.4	A	NB	TR	0.24	7.4	A	NB	TR	0.63	12.7	B	NB	TR	0.63	12.7	B	NB	TR	0.67	15.4	B
Wythe Avenue @	EB	TR	0.15	18.5	B	EB	TR	0.26	20.3	C	EB	TR	0.23	19.8	B	EB	TR	0.25	19.6	B	EB	TR	0.91	53.0	D	EB	TR	0.86	43.6	D
Division Avenue	WB	LT	0.20	19.3	B	WB	LT	0.33	21.2	C	WB	L	0.21	20.0	C	WB	LT	0.62	30.9	C	WB	LT	1.03	100.4	F *	WB	L	0.81	54.0	D
											WB	T	0.16	18.4	B										WB	T	0.07	16.9	B
											WB	Approach		19.1	B										WB	Approach		46.2	D
	NB	LR	0.11	12.4	B	NB	LR	0.26	14.7	B	NB	LR	0.33	20.7	C	NB	LR	0.17	13.3	B	NB	LR	0.17	13.3	B	NB	LR	0.24	19.3	B
	SB	LTR	0.40	15.6	B	SB	LTR	0.48	16.9	B	SB	LTR	0.57	23.4	C	SB	LTR	0.70	22.1	C	SB	LTR	0.70	22.1	C	SB	LTR	0.85	36.8	D
Kent Avenue @	EB	LR	0.2	27.9	C	EB	LR	0.22	28.4	C	EB	LR	0.22	28.4	C	EB	LR	0.96	88.0	F	EB	LR	1.08	124.4	F *	EB	LR	0.90	73.1	E
Clymer Street	WB	L	0.32	29.5	C	WB	L	0.36	30.3	C	WB	L	0.36	30.3	C	WB	L	0.64	37.6	D	WB	L	0.76	44.9	D	WB	L	0.68	38.4	D
	WB	TR	0.33	29.5	C	WB	TR	0.36	30.1	C	WB	TR	0.36	30.1	C	WB	TR	0.69	42.3	D	WB	TR	0.76	47.8	D	WB	TR	0.69	41.1	D
	NB	LR	0.06	6.4	A	NB	LR	0.06	6.4	A	NB	LR	0.06	6.4	A	NB	LR	0.02	6.2	A	NB	LR	0.02	6.2	A	NB	LR	0.03	7.0	A
	NB	T	0.2	7.4	A	NB	T	0.36	8.9	A	NB	T	0.36	8.9	A	NB	T	0.45	10.0	A	NB	T	0.45	10.0	A	NB	T	0.47	11.2	B

Notes:
NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn
V/C ratio – volume to capacity ratio
LOS – level of service
* - Denotes a significant adverse impact based on *CEQR Technical Manual* criteria
This table has been updated for the FEIS; changes from the DEIS are not shown in strikethrough/underline.