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Mitigation

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 to be developed and evaluated.

Introduction

As detailed in the preceding chapters, upon completion, the Proposed Project has the potential to result in significant adverse impacts on historic resources as well as traffic, transit, and pedestrian elements at certain locations. The Proposed Project also has the potential to result in significant adverse impacts during construction. Mitigation measures have been identified to address those impacts where feasible and/or practical. As discussed below in more detail, partial mitigation is proposed for some of the significant adverse impacts of the Proposed Project. If no mitigation has been identified, an unavoidable significant adverse impact ~~may~~would result.

Principal Conclusions

Historic and Cultural Resources

The CUNY Hunter College Brookdale Campus located on the Development Site was determined eligible for listing on the State and National Registers of Historic Places (S/NRHP) in 2023. The S/NRHP-eligible buildings would be demolished to construct the new SPARC campus buildings and grounds. Under the State Historic Preservation Act, demolition of a historic resource is an Adverse Impact that triggers the requirement for an Alternatives Analysis to identify alternatives that would avoid or minimize the Adverse Impact. The requested Alternatives Analysis ~~is being~~was prepared by the project sponsors and ~~will be completed between publication of the Draft EIS (DEIS) and Final EIS (FEIS). If~~has been accepted by the New York State Office of Parks, Recreation and Historic

Preservation (OPRHP). As the Alternatives Analysis ~~establishes~~has established that the Adverse Impact cannot be avoided or minimized, ~~then~~ mitigation measures ~~will be explored between the DEIS and FEIS,~~ are being developed in consultation with ~~the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) and~~ OPRHP and will be undertaken as part of the Proposed Project. ~~Any practicable or feasible~~Post-FEIS, the New York City Economic Development Corporation (NYCEDC) will continue to work with OPRHP to determine the approved mitigation measures and will ~~be stipulated~~document these measures in a Letter of Resolution ~~to be developed by the project sponsors~~(LOR), as described in ~~conjunction with OPRHP and LPC. If no practicable or feasible mitigation is identified, the impact would constitute an unavoidable significant adverse impact on this architectural resource~~further detail below.

Transportation

Traffic

During the preparation of the DEIS, the New York City Department of Transportation (NYCDOT) was in the process of developing plans for the *Second Avenue Bus and Bike Lane Enhancements* project which would result in changes to vehicular and pedestrian operations at intersections along Second Avenue within the traffic study area. This was noted within the DEIS along with acknowledgement that the attributes of the plan would be incorporated within the detailed traffic analyses during the period between the DEIS and FEIS. Following the issuance of the DEIS, NYCDOT provided preliminary plans and changes proposed to the study area's transportation network and the new plans, plus NYCDOT changes to signal timing plans at one intersection, were incorporated into the analyses that follow.

Of the 23 intersections analyzed, the Proposed Project would result in significant adverse traffic impacts at ~~15~~17 intersections during the AM peak hour, ~~13~~14 intersections during the midday peak hour, and ~~eight~~nine intersections during the PM peak hour. Standard traffic capacity improvements typically implemented by ~~New York City Department of Transportation (NYC DOT), such as signal timing modifications, could potentially provide full or partial mitigation at some of the significantly impacted intersections. These mitigation measures are being explored and will be studied further in conjunction with NYC DOT between the DEIS and FEIS. In addition, NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and pedestrian operations at intersections along Second Avenue. Should the plan be adopted prior to the release of the FEIS, the transportation analysis will be updated to incorporates these changes and, as a result, the traffic impact results in the FEIS may be different than those identified in the DEIS. Should traffic mitigation measures be determined to not be feasible, the~~NYCDOT, such as signal timing modifications, could mitigate traffic impacts at three intersections during the AM peak hour, one intersection during the midday peak hour, and three intersections during the PM peak hour. However, significant traffic impacts to the intersections listed below would remain unmitigated.

- FDR Drive Southbound / Avenue C and East 23rd Street (midday)
- FDR Drive / Avenue C Northbound and East 23rd Street (AM and midday)
- FDR Drive and East 34th Street (AM, midday, and PM)
- First Avenue and East 22nd Street (midday)

- First Avenue and East 23rd Street (AM, midday, and PM)
- First Avenue and East 25th Street (AM and midday)
- First Avenue and East 26th Street (AM, midday, and PM)
- First Avenue and East 29th Street (AM)
- First Avenue and East 30th Street (AM~~, midday, and PM~~)
- First Avenue and East 34th Street (AM, midday, and PM)
- Second Avenue and East 22nd Street (AM)
- Second Avenue and East 23rd Street (AM, midday, and PM)
- Second Avenue and East 25th Street (midday)
- Second Avenue and East 26th Street (midday)
- Second Avenue and East 30th Street (AM~~ and PM~~)
- Second Avenue and East 34th Street (AM and midday)
- East 34th Street and Queens-Midtown Tunnel Entrance (AM, midday, and PM)
- ~~East 34th Street and Queens Midtown Tunnel Exit (AM)~~
- FDR Drive and East 30th Street (AM)

~~Subway~~

Subways

Subway station analysis was performed at two subway stations – the 23rd Street and 28th Street Stations (both stations are served by the No. 6 subway line). Of the five fare control areas and 21 stairs analyzed, the Proposed Project would result in significant adverse impacts at eight stairs in the AM peak hour (three stairs in the 28th Street subway station and five stairs in the 23rd Street subway station), and five stairs in the PM peak hour (three stairs in the 28th Street subway station and two stairs in the 23rd Street subway station). Typical measures to mitigate these impacted stairs would include widening of the stairs.

Potential subway improvements, and the feasibility of such improvements, to mitigate the subway impacts were reviewed with NYCT, and with NYCDOT for locations where stairway widening would need to be accompanied by widening of the sidewalk.

At the 28th Street subway station, the impacted O4A/O4B and O5A/O5B stairs are located within a privately owned building and not within the public right-of-way. Therefore, widening these stairways would not be feasible. Widening of the P2 stair would require reconstruction and realignment of the connecting stairs. In addition, subway station improvements at the 28th Street subway station would also need to be ~~performed~~implemented in conjunction with accessibility improvements under the Americans with Disabilities Act (ADA); the station is currently ADA accessible only in the southbound direction. Potential ADA improvements ~~may~~to make this station fully accessible would include the installation of ~~elevators, the feasibility of~~ a surface-to-platform elevator, reconstruction of stairs and relocation of utilities. A sensitivity analysis determined that improvements to the 28th Street subway station would be needed when the proposed high school would be built. The cost for improvements would comprise a substantial proportion of the project's development cost and would require a corresponding increase in the projected public subsidy. As a result, these measures have been

determined to not be feasible to implement and significant impacts at the 28th Street subway station elements would remain unmitigated.

At the 23rd Street subway station, the S8A/S8B and P8A/P8B stairs were widened in December 2016 as part of ADA improvements ~~and of potential widening of impacted stairs would need to be coordinated with New York City Transit (NYCT) between the DEIS and FEIS~~to this station and required closure and relocation of the stairway and disruption for subway riders during the period of construction. As the stairway is in the early stages of its useful life, closure of the stairway to further widen the stairs would therefore be impractical and would result in additional disruption for subway riders. Therefore, subway impacts at this stairway would remain unmitigated.

~~Bus~~

For the S7 stair, the stairway widening would need to be completed in conjunction with widening of the East 23rd Street south sidewalk. The sidewalk widening would encroach on the eastbound East 23rd Street right turn lane, and removal of the right turn lane would reduce the effectiveness of the adjacent bus lane and effect traffic operations along this operation. Therefore, widening of the stairway is not practicable and the impacts to this stair would remain unmitigated.

For the S5/P5 stairs, widening of the stairs would need to be accompanied by the widening of the Park Avenue west sidewalk for approximately half of the block length and result in a loss of approximately five parking spaces. Sidewalk widenings are typically conducted along the ends of the corner, at the corners, and widening the sidewalk to the middle of the block would create inconsistent walking paths for pedestrian where pedestrians would expect to travel along a straight path. Furthermore, the Park Avenue west curb provides metered parking spaces for commercial vehicles during the weekday daytime and removal of the parking spaces would reduce the number of spaces available for commercial loading/unloading activities in this central business district area. Therefore, widening of the stairway is not practicable and impacts these stairs would remain unmitigated.

Buses

The Proposed Project would result in a capacity shortfall for the M15 local (southbound direction), M34A-SBS (eastbound direction) and M23-SBS (eastbound direction) during the AM peak hour and for the M15-SBS (northbound direction) and M23-SBS (westbound direction) during the PM peak hour.

Impacts to the M15, M15-SBS and M34A-SBS bus routes could be mitigated with an additional bus in the impacted direction during the impacted peak hour. The M23-SBS bus route could be mitigated with the addition of 11 buses in the eastbound direction in the AM peak hour and five buses in the westbound direction in the PM peak hour. The general policy of the NYCT it to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Pedestrians

Of the 61 pedestrian elements analyzed, the Proposed Project would result in significant adverse pedestrian impacts at eight pedestrian elements (three sidewalks, two crosswalks, and three corners) during the AM peak hour, five pedestrian elements (two sidewalks, one crosswalk, and two corners) during the midday peak hour, and five pedestrian elements (three sidewalks and two corners) during the PM peak hour. Potential improvements that could mitigate the significant impacts, such as widening of crosswalks or relocation of sidewalk or corner obstructions, ~~are being~~were explored and ~~will be studied further in conjunction with NYC DOT between~~it was determined that the ~~DEIS and~~

~~FEIS. In addition, NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and~~significant adverse pedestrian ~~operations~~impacts could be mitigated at ~~intersections along Second Avenue. Should the plan be adopted prior to the release of the FEIS, the transportation analysis will be updated to incorporate these changes and, as a result, the~~one pedestrian ~~impact results in the FEIS may be different than those identified in the DEIS. Should~~element (one sidewalk) during the AM peak hour and two pedestrian ~~improvements to mitigate impacts be determined to not be feasible, the impacts to the~~elements (one sidewalk and one crosswalk) during the midday peak hour. The other significantly impacted pedestrian elements would remain unmitigated.

Construction

Construction Transportation

As discussed in **Chapter 16, Construction**, 23 intersections were analyzed for potential significant traffic impacts during the AM and PM construction traffic peak hours. Following the issuance of the DEIS, NYCDOT provided preliminary plans and changes proposed as part of the *Second Avenue Bus and Bike Lane Enhancements* project to the study area's transportation network which were incorporated into the FEIS. Significant impacts were identified at ~~nine~~eight analysis intersections during the AM peak hour and at ~~seven~~eight intersections during the PM peak hour. Where impacts during construction may occur, measures such as signal timing modifications could ~~potentially provide full or partial mitigation~~fully mitigate significant traffic impacts at ~~some of the significantly impacted~~three intersections~~. These measures and additional mitigation measures will be studied further in conjunction with NYC DOT between the DEIS and FEIS. NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project, which could result in changes to vehicular and~~ during the PM construction peak hour. Significant traffic impacts during the AM construction peak hour would remain unmitigated.

Pedestrian analyses were conducted at 14 pedestrian ~~operations at intersections along Second Avenue. Should the plan be adopted prior~~elements, and significant pedestrian impacts were identified for one pedestrian element (one corner) during the AM construction peak hour, and for two pedestrian elements (one sidewalk and one corner) during the PM construction peak hour. Significant impacts to the ~~release of the FEIS, the transportation analysis will be updated to incorporate these changes and, as a result, the traffic impact results in the FEIS may be different than those identified in the DEIS.~~pedestrian elements during construction would remain unmitigated.

Construction Noise

Since noise levels during construction would have the potential to exceed the thresholds for exterior increases in noise, there would be potential for the project to result in high exterior and interior noise levels at existing noise receptors at the Office of the Chief Medical Examiner (OCME) located immediately north of the Development Site. As described in **Chapter 16, Construction**, exterior noise levels would have the potential to exceed the 85 dBA criterion for New York City Noise Code during certain phases of construction if the upper limits of projected construction noise are realized.

The primary sources of construction noise causing impact include demolition of the existing building and pile driving during the foundation phases of construction. Because the potential noise exceedances are predicted to occur only on the southern facade over a limited period of the construction duration (up to four months total depending on the location), the Proposed Project

could result in short-term exceedances at these locations. As such, noise control measures would be incorporated in a construction noise mitigation plan required under the New York City Noise Control Code to further reduce the noise impact from the construction operations. Potential noise reduction measures could include a variety of source and path controls, such as temporary barriers and/or shrouds around specific equipment; and substitution with the equipment of lower noise emissions, i.e., using drill rigs instead of pile driving, as well as other measures, as warranted.

Historic and Cultural Resources

As discussed in **Chapter 6, Historic and Cultural Resources**, the CUNY Hunter College Brookdale Campus located on the Development Site was determined eligible for listing on the State and National Registers of Historic Places in 2023. The S/NRHP-eligible buildings would be demolished to construct the new SPARC campus buildings and grounds. Under the State Historic Preservation Act, demolition of a historic resource is an Adverse Impact that triggers the requirement for an Alternatives Analysis to identify alternatives that would avoid or minimize the Adverse Impact. The requested Alternatives Analysis ~~is being~~was prepared by the project sponsors and ~~will be completed between publication of the DEIS and FEIS. If~~has been accepted by OPRHP. As the Alternatives Analysis ~~establishes~~has established that the Adverse Impact cannot be avoided or minimized, ~~then~~ mitigation measures ~~will be explored between the DEIS and FEIS,~~are being developed in consultation with the OPRHP and ~~the New York City Landmarks Preservation Commission (LPC) and~~ will be undertaken as part of the Proposed Project. Post-FEIS, any practicable or feasible mitigation measures will be stipulated in a ~~Letter of Resolution~~LOR to be developed by the project sponsors in conjunction with OPRHP~~ and LPC. If no practicable or feasible mitigation is identified, the impact would constitute an unavoidable significant adverse impact on this architectural resource~~.

It is anticipated that possible mitigation measures will include the following:

1. EDC will photo document the CUNY Hunter College Brookdale Campus prior to demolition according to guidance for producing digital documentation reports to be held by the OPRHP and the New York State Archives. The documentation will include an architectural description and historical narrative, select historic drawings/photographs, and photographs following OPRHP's March 2024 guidelines.

   The photographs will include at least one exterior façade view of each side of the three campus buildings and views of the outdoor courtyard and its artwork. Interior photographs will include the public spaces on the basement and first floors, such as hallways, the mailroom, classrooms, meeting rooms, offices, the auditorium, the cafeteria, and recreation areas. The photographs will include at least one representative view of the upper floor student spaces (dorm room, common room, kitchen, bathroom).

   The final photo documentation report will be submitted to OPRHP for transmittal to the New York State Archives. The submittal will include a digital report, a complete set of digital photographs, and if requested, one (1) archival Gold CD containing a digital copy of the complete report and individual photo files.

2. EDC will work with the design and construction teams to determine how historic architectural elements within the CUNY Hunter College Brookdale Campus buildings could be salvaged. Salvaged materials could include the pink marble, stone, wood and glass, bas-relief sculptures, or other architectural elements in the existing public spaces.

Transportation

As discussed in **Chapter 10, Transportation**, the Proposed Project would result in significant impacts at a number of locations in the study area. This section describes the mitigation measures that could reduce or eliminate significant impacts and indicates where impacts would remain unmitigated.

Traffic

NYCDOT is in the process of developing the *Second Avenue Bus and Bike Lane Enhancements* project which would result in changes to vehicular and pedestrian operations at intersections along Second Avenue. Following the issuance of the DEIS, NYCDOT provided preliminary plans and changes proposed to the study area's transportation network which have been incorporated into the FEIS. In addition, recent updates by NYCDOT to the signal timing plans at the intersection of Second Avenue and East 22nd Street were incorporated into the FEIS analysis.

Of the 23 intersections analyzed, the Proposed Project would result in significant adverse traffic impacts at ~~15~~17 intersections during the AM peak hour (at ~~24~~28 traffic movements), ~~13~~14 intersections (at ~~22~~23 traffic movements) during the midday peak hour, and ~~eight~~nine intersections (at ~~16~~17 traffic movements) during the PM peak hour.

Table 18-1 summarizes the number of significant traffic impacts and whether they could be fully mitigated (i.e., "mitigated") or partially mitigated~~,~~ (none were partially mitigated), and **Table 18-2** summarizes the significantly impacted traffic movements. Details of the intersection capacity analyses are summarized in **Table 18-3** through **Table 18-5**.

Table 18-1 Traffic Impact Mitigation Summary

Intersections	AM Peak Hour	Midday Peak Hour	PM Peak Hour
No significant impact	6	9	14
Fully mitigated impact	3	1	3
Partially mitigated impact	0	0	0
Unmitigated impact	14	13	6

Table 18-2 Summary of Significantly Impacted Traffic Movements

Intersection	AM Peak Hour	Midday Peak Hour	PM Peak Hour
FDR Drive Southbound and East 23rd Street (west side)		EBTR SBLTR	
FDR Drive Southbound and East 23rd Street (east side)	NBLTR	EBL	
FDR Drive Southbound and East 30th Street	EBR		
FDR Drive and East 34th Street	EBL EBLTR NBLTR SBLTR	EBL EBLTR SBLTR	EBL EBLTR NBLTR
First Avenue and East 22nd Street		NBT	
First Avenue and East 23rd Street	EBL WBR NBR	EBL WBR	EBL WBR
First Avenue and East 25th Street	WBR NBLT	WBR	
First Avenue and East 26th Street	EBLT	EBLT NBLT	EBLT WBTR
First Avenue and East 29th Street	NBLT		
First Avenue and East 30th Street	EBT NBR		EBT
First Avenue and East 34th Street	EBT NBR	EBT	EBT WBR
Second Avenue and East 22nd Street	SBT	SBT	SBT
Second Avenue and East 23rd Street	EBT WBL SBL	EBT WBL SBL	EBT WBL SBL
Second Avenue and East 24th Street	SBT		
Second Avenue and East 25th Street	SBT	SBT	
Second Avenue and East 26th Street		WBL	
Second Avenue and East 30th Street	EBT		EBT
Second Avenue and East 34th Street	EBR	WBLT	
East 34th Street at Queens Midtown Tunnel Entrance	EBT WBR	EBT WBT WBR	EBT WBR
East 34th Street at Queens Midtown Tunnel Exit	WBT		
Number of impacted traffic movements	28	23	17
Number of unmitigated traffic movements	25	22	14

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left turn; T = Through; R = Right turn

Standard traffic capacity improvements typically implemented by ~~NYC DOT~~NYCDOT, such as signal timing modifications, could potentially provide ~~full or partial~~ mitigation at some of the significantly impacted intersections. ~~These~~Such measures ~~and additional mitigation measures will be studied further in conjunction with NYC DOT between the DEIS and FEIS. As the traffic study area includes connections to major roadways, i.e., access to FDR Drive~~ were identified and ~~Queens Midtown Tunnel, there is prevalent congestion within the study area. Therefore, signal timing modifications may be able to~~ could mitigate significant traffic impacts at ~~individual~~three intersections ~~but could also potentially result in new~~during the AM peak hour, one intersection during the midday peak hour, and three intersections during the PM peak hour. Significant traffic impacts ~~or worsen impacts~~would remain unmitigated at ~~nearby intersections. The auxiliary effects of traffic signal modifications would be considered in identifying appropriate traffic mitigation measures.~~

~~In addition, NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and pedestrian operations at intersections along Second Avenue. Should the plan be adopted prior to the release of the FEIS, the transportation analysis will be updated to incorporates these changes and, as a result, the traffic impact results in the FEIS may be different than those identified in the DEIS. Should traffic improvements to mitigate impacts be determined to not be feasible, the impacts to the~~other intersections, as shown in **Table 18-1**~~, would remain unmitigated.~~. During the AM peak hour, ~~15~~14 of the 23 intersections would remain unmitigated, 13 intersections would remain unmitigated during the midday peak hour, and ~~eight~~six intersections would remain unmitigated during the PM peak hour.

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
SIGNALIZED INTERSECTIONS														
FDR Drive Southbound / Avenue C at East 23rd Street (west side)														
East 23rd Street	EB	TR	1.04	114.6	F	TR	1.06	112.7	F	TR	1.06	112.7	F	Mitigation not required
	EB	R	1.06	116.1	F	R	1.07	118.4	F	R	1.07	118.4	F	
	WB	L	0.28	29.3	C	L	0.28	28.8	C	L	0.28	28.8	C	
	WB	T	0.33	87.7	F	T	0.37	87.9	F	T	0.37	87.9	F	
FDR Drive SB	SB	LTR	1.07	101.6	F	LTR	1.09	100.8	F	LTR	1.09	100.8	F	
Overall Intersection[2]		-	-	**103.3**	**F**	-	-	**102.6**	**F**	-	-	**102.6**	**F**	
FDR Drive Southbound / Avenue C at East 23rd Street (east side)														
East 23rd Street	EB	L	1.06	92.8	F	L	1.06	92.2	F	L	1.06	92.2	F	**Unmitigable**
	EB	TR	1.06	90.3	F	TR	1.09	89.1	F	TR	1.09	89.1	F	
	WB	LTR	0.08	15.1	B	LTR	0.08	15.1	B	LTR	0.08	15.1	B	
Avenue C	NB	LTR	0.72	52.0	D	LTR	0.76	76.8	E	LTR	0.76	76.8	E	
Overall Intersection		-	-	**68.2**	**E**	-	-	**80.9**	**F**	-	-	**80.9**	**F**	
FDR Drive at East 34th Street														
East 34th Street	EB	L	0.94	59.6	E	L	1.04	71.1	E	L	1.04	71.1	E	**Unmitigable**
	EB	LTR	0.94	58.7	E	LTR	1.04	69.4	E	LTR	1.04	69.4	E	
	EB	R	0.94	34.8	C	R	1.00	42.3	D	R	1.00	42.3	D	
	WB	LTR	0.02	30.2	C	LTR	0.02	30.2	C	LTR	0.02	30.2	C	
FDR Drive NB	NB	L	1.23	156.8	F	L	1.22	151.4	F	L	1.22	151.4	F	
	NB	LTR	1.22	150.5	F	LTR	1.23	155.6	F	LTR	1.23	155.6	F	
FDR Drive SB	SB	LTR	1.05	73.2	E	LTR	1.13	102.4	F	LTR	1.13	102.4	F	
Overall Intersection		-	-	**87.9**	**F**	-	-	**99.7**	**F**	-	-	**99.7**	**F**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 22nd Street														
East 22nd Street	EB	LT	0.36	15.6	B	LT	0.41	14.7	B	LT	0.41	14.7	B	Mitigation not required
First Avenue	NB	T	0.84	77.6	E	T	0.86	78.8	E	T	0.86	78.8	E	
	NB	R	0.03	15.6	B	R	0.03	15.6	B	R	0.03	15.6	B	
Overall Intersection		-	-	**69.1**	**E**	-	-	**69.6**	**E**	-	-	**69.6**	**E**	
First Avenue at East 23rd Street														
East 23rd Street	EB	L	0.97	60.2	E	L	1.17	121.6	F	L	1.17	121.6	F	**Unmitigable**
	EB	T	0.46	16.7	B	T	0.47	16.9	B	T	0.47	16.9	B	
	WB	T	0.58	17.9	B	T	0.58	17.0	B	T	0.58	17.0	B	
	WB	R	1.05	102.1	F	R	1.28	183.4	F	R	1.28	183.4	F	
First Avenue	NB	L	0.90	62.7	E	L	0.90	61.7	E	L	0.90	61.7	E	
	NB	T	0.81	62.5	E	T	0.85	64.4	E	T	0.85	64.4	E	
	NB	R	0.76	26.9	C	R	0.96	56.7	E	R	0.96	56.7	E	
Overall Intersection		-	-	**47.0**	**D**	-	-	**61.5**	**E**	-	-	**61.5**	**E**	
First Avenue at East 24th Street														
East 24th Street	EB	L	0.07	17.9	B	L	0.06	17.7	B	L	0.06	17.7	B	Mitigation not required.
First Avenue	NB	LT	0.79	63.9	E	LT	0.84	65.4	E	LT	0.84	65.4	E	
Overall Intersection		-	-	**62.9**	**E**	-	-	**64.5**	**E**	-	-	**64.5**	**E**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 25th Street														
East 25th Street	WB	T	0.44	20.1	C	T	0.46	20.4	C	T	0.46	20.4	C	**Unmitigable**
	WB	R	0.74	33.4	C	R	0.98	65.8	E	R	0.98	65.8	E	
First Avenue	NB	LT	0.90	34.2	C	LT	0.95	58.4	E	LT	0.95	58.4	E	
	NB	R	0.07	2.7	A	R	0.05	3.2	A	R	0.05	3.2	A	
Overall Intersection		-	-	**31.8**	**C**	-	-	**54.5**	**D**	-	-	**54.5**	**D**	
First Avenue and East 26th Street														
East 26th Street	EB	L	1.22	148.3	F	LT	1.58	299.6	F	LT	1.58	299.6	F	**Unmitigable**
Former East 26th Street	WB	TR	0.54	29.7	C	TR	0.66	33.6	C	TR	0.66	33.6	C	
First Avenue	NB	LT	0.92	62.1	E	LT	1.00	64.0	E	LT	1.00	64.0	E	
	NB	-	-	-	-	R	0.15	6.4	A	R	0.15	6.4	A	
Overall Intersection		-	-	**72.2**	**E**	-	-	**93.6**	**F**	-	-	**93.6**	**F**	
First Avenue at East 29th Street														
East 29th Street	WB	TR	0.07	22.6	C	TR	0.07	22.6	C	TR	0.07	22.6	C	**Unmitigable**
First Avenue	NB	LT	1.13	69.2	E	LT	1.22	110.1	F	LT	1.22	110.1	F	
	NB	R	0.07	0.7	A	R	0.05	0.6	A	R	0.05	0.6	A	
Overall Intersection		-	-	**67.7**	**E**	-	-	**107.7**	**F**	-	-	**107.7**	**F**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 30th Street														
East 30th Street	EB	L	0.63	28.0	C	L	0.64	28.0	C	L	0.64	28.0	C	**Unmitigable**
	EB	T	1.10	97.8	F	T	1.20	134.1	F	T	1.20	134.1	F	
First Avenue	NB	T	0.79	11.8	B	T	0.84	35.2	D	T	0.84	35.2	D	
	NB	R	0.89	14.3	B	R	1.11	68.7	E	R	1.11	68.7	E	
Overall Intersection		-	-	**29.4**	**C**	-	-	**54.8**	**D**	-	-	**54.8**	**D**	
First Avenue at East 33rd Street														
East 33rd Street	EB	L	0.20	20.5	C	L	0.20	20.5	C	L	0.20	20.5	C	Mitigation not required
	WB	TR	0.01	17.2	B	TR	0.01	17.2	B	TR	0.01	17.2	B	
First Avenue	NB	L	0.41	6.8	A	L	0.41	6.5	A	L	0.41	6.5	A	
	NB	T	0.81	10.0	A	T	0.85	11.1	B	T	0.85	11.1	B	
	NB	R	0.07	4.7	A	R	0.07	4.6	A	R	0.07	4.6	A	
Overall Intersection		-	-	**9.9**	**A**	-	-	**10.8**	**B**	-	-	**10.8**	**B**	
First Avenue at East 34th Street														
East 34th Street	EB	L	0.74	13.3	B	L	0.74	13.2	B	L	0.74	13.2	B	**Unmitigable**
	EB	T	1.11	72.6	E	T	1.20	113.0	F	T	1.20	113.0	F	
	WB	T	0.91	47.7	D	T	0.91	47.9	D	T	0.91	47.9	D	
	WB	R	1.29	171.7	F	R	1.29	171.8	F	R	1.29	171.8	F	
First Avenue	NB	L	0.37	9.1	A	L	0.42	9.8	A	L	0.42	9.8	A	
	NB	T	0.72	10.4	B	T	0.75	11.4	B	T	0.75	11.4	B	
	NB	R	0.84	35.8	D	R	0.91	65.9	E	R	0.91	65.9	E	
Overall Intersection		-	-	**46.1**	**D**	-	-	**59.2**	**E**	-	-	**59.2**	**E**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

Intersection & Approach		2031 No-Action				2031 With-Action				2031 Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
Second Avenue at East 22nd Street														
East 22nd Street	EB	TR	0.72	42.5	D	TR	0.76	45.2	D	TR	0.76	45.2	D	**Unmitigable**
Second Avenue	SB	LT	1.20	105.5	F	LT	1.23	116.6	F	LT	1.23	116.6	F	
Overall Intersection		-	-	**96.5**	**E**	-	-	**105.9**	**F**	-	-	**105.9**	**F**	
Second Avenue at East 23rd Street														
East 23rd Street	EB	T	1.08	113.9	F	T	1.13	128.4	F	T	1.13	128.4	F	**Unmitigable**
	EB	R	0.34	48.8	D	R	0.34	47.9	D	R	0.34	47.9	D	
	WB	L	1.13	169.0	F	L	1.22	199.6	F	L	1.22	199.6	F	
	WB	T	1.07	114.3	F	T	1.07	114.2	F	T	1.07	114.2	F	
Second Avenue	SB	L	1.12	100.4	F	L	1.20	128.8	F	L	1.20	128.8	F	
	SB	T	1.05	63.5	E	T	1.07	62.3	E	T	1.07	62.3	E	
	SB	R	0.58	6.6	A	R	0.64	7.7	A	R	0.64	7.7	A	
Overall Intersection		-	-	**81.2**	**F**	-	-	**86.4**	**F**	-	-	**86.4**	**F**	
Second Avenue at East 24th Street														
East 24th Street	EB	TR	0.47	31.0	C	TR	0.48	31.2	C	TR	0.48	31.2	C	Traffic impacts at this intersection mitigated due to signal timing changes at nearby intersections.
	WB	LT	0.16	24.8	C	LT	0.16	24.8	C	LT	0.16	24.8	C	
Second Avenue	SB	LT	0.94	38.2	D	LT	0.98	55.9	E	LT	0.98	54.4	D	
Overall Intersection		-	-	**37.3**	**D**	-	-	**53.3**	**D**	-	-	**51.9**	**D**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Second Avenue at East 25th Street														
East 25th Street	WB	LT	0.72	25.4	C	LT	0.72	25.6	C	LT	0.77	30.8	C	Modify signal timing: Shift 2 seconds of green time from WB phase to SB phase. [WB phase shifts from 36 seconds to 34 seconds; SB phase shifts from 47 seconds to 49 seconds]. All other phases remain the same.
Second Avenue	SB	T	0.90	54.9	D	T	0.94	68.9	E	T	0.90	50.7	D	
	SB	R	0.40	10.3	B	R	0.29	8.9	A	R	0.28	7.8	A	
Overall Intersection		-	-	**46.4**	**D**	-	-	**57.1**	**E**	-	-	**44.2**	**D**	
Second Avenue at East 26th Street														
East 26th Street	EB	TR	0.59	30.7	C	TR	0.62	31.8	C	TR	0.62	31.8	C	Mitigation not required
	WB	L	0.65	33.7	C	L	0.90	50.8	D	L	0.90	50.8	D	
Second Avenue	SB	L	0.50	28.3	C	L	0.54	30.8	C	L	0.54	30.8	C	
	SB	T	0.72	67.3	E	T	0.73	67.4	E	T	0.73	67.4	E	
Overall Intersection		-	-	**56.0**	**E**	-	-	**57.4**	**E**	-	-	**57.4**	**E**	
Second Avenue at East 30th Street														
East 30th Street	EB	T	0.97	73.8	E	T	1.01	84.7	F	T	1.01	84.7	F	**Unmitigable**
	EB	R	0.34	30.4	C	R	0.34	30.4	C	R	0.34	30.4	C	
Second Avenue	SB	L	0.56	18.4	B	L	0.59	19.2	B	L	0.59	19.2	B	
	SB	T	0.66	13.6	B	T	0.67	13.7	B	T	0.67	13.7	B	
Overall Intersection		-	-	**23.7**	**C**	-	-	**25.7**	**C**	-	-	**25.7**	**C**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Second Avenue at East 34th Street														
East 23rd Street	EB	T	0.70	27.6	C	T	0.76	29.4	C	T	0.76	29.4	C	**Unmitigable** Intersection delays change as a result of signal timing changes at nearby intersections. Modify signal offset from 31 seconds to 30 seconds to mitigate impacts identified at nearby intersections.
	EB	R	0.88	62.4	E	R	0.97	80.6	F	R	0.97	80.6	F	
	WB	LT	0.83	90.7	F	LT	0.85	88.3	F	LT	0.85	91.5	F	
Second Avenue	SB	L	0.35	15.0	B	L	0.35	15.1	B	L	0.35	15.2	B	
	SB	T	0.96	35.4	D	T	0.97	37.4	D	T	0.97	37.4	D	
	SB	R	0.89	60.6	E	R	0.89	60.6	E	R	0.89	60.6	E	
Overall Intersection		-	-	**40.0**	**D**	-	-	**42.0**	**D**	-	-	**42.4**	**D**	
Midtown Tunnel Entrance at East 34th Street														
East 34th Street	EB	L	0.44	29.4	C	L	0.44	29.9	C	L	0.44	28.7	C	**Unmitigable** Intersection delays change as a result of signal timing changes at nearby intersections.
	EB	T	1.13	93.2	F	T	1.21	125.4	F	T	1.21	124.9	F	
	WB	T	1.09	118.6	F	T	1.11	121.2	F	T	1.11	121.9	F	
	WB	R	0.75	60.3	E	R	0.82	65.8	E	R	0.82	65.8	E	
Overall Intersection		-	-	**87.1**	**F**	-	-	**106.2**	**F**	-	-	**105.9**	**F**	
Midtown Tunnel Exit at East 34th Street														
East 34th Street	EB	T	0.60	17.2	B	T	0.61	18.2	B	T	0.61	18.2	B	Modify signal timing: Shift 1 second of green time from EB/SBR phase to EB/WB phase. [EB/SBR phase shifts from 36 seconds to 35 seconds; EB/WB phase shifts from 36 seconds to 37 seconds]. All other phases remain the same.
	WB	T	1.13	105.6	F	T	1.14	110.1	F	T	1.11	95.3	F	
Midtown Tunnel Exit	SB	L	0.37	37.5	D	L	0.51	40.0	D	L	0.51	40.0	D	
	SB	R	0.37	13.5	B	R	0.37	13.6	B	R	0.38	14.3	B	
Overall Intersection		-	-	**49.2**	**D**	-	-	**50.9**	**D**	-	-	**46.1**	**D**	

Table 18-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

Intersection & Approach		2031 No-Action				2031 With-Action				2031 Mitigation				
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mitigation Measures
UNSIGNALIZED INTERSECTIONS														
FDR Drive Southbound at East 25th Street														
East 25th Street	EB	R	-	15.9	C	R	-	17.1	C	R	-	17.1	C	Mitigation not required
FDR Drive SB	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Overall Intersection		-	-	**0.3**	**A**	-	-	**0.2**	**A**	-	-	**0.2**	**A**	
FDR Drive Southbound at East 30th Street														
East 30th Street	EB	R	-	17.6	C	R	-	35.8	E	R	-	35.8	E	**Unmitigable**
FDR Drive SB	SB	TR	-	12.2	B	TR	-	16.9	C	TR	-	16.9	C	
Overall Intersection		-	-	**16.0**	**C**	-	-	**29.6**	**D**	-	-	**29.6**	**D**	

[1] Control delay is measured in seconds per vehicle.
[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio.
Denotes a significantly impacted movement
This table has been updated for the FEIS.

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
SIGNALIZED INTERSECTIONS														
FDR Drive Southbound / Avenue C at East 23rd Street (west side)														
East 23rd Street	EB	TR	0.97	59.0	E	TR	0.99	68.5	E	TR	0.99	68.5	E	**Unmitigable**
	EB	R	0.92	65.2	E	R	0.94	68.4	E	R	0.94	68.4	E	
	WB	L	0.35	37.3	D	L	0.37	38.8	D	L	0.37	38.8	D	
	WB	T	0.24	85.7	F	T	0.26	85.4	F	T	0.26	85.4	F	
FDR Drive SB	SB	LTR	0.91	75.8	E	LTR	0.92	81.8	F	LTR	0.92	81.8	F	
Overall Intersection[2]		-	-	**69.6**	**E**	-	-	**75.3**	**E**	-	-	**75.3**	**E**	
FDR Drive Southbound / Avenue C at East 23rd Street (east side)														
East 23rd Street	EB	L	0.84	48.8	D	L	0.88	57.4	E	L	0.88	57.4	E	**Unmitigable**
	EB	TR	0.85	51.5	D	TR	0.87	56.3	E	TR	0.87	56.3	E	
	WB	LTR	0.05	14.7	B	LTR	0.06	14.8	B	LTR	0.06	14.8	B	
Avenue C	NB	LTR	0.54	22.1	C	LTR	0.56	22.8	C	LTR	0.56	22.8	C	
Overall Intersection		-	-	**33.4**	**C**	-	-	**36.4**	**D**	-	-	**36.4**	**D**	
FDR Drive at East 34th Street														
East 34th Street	EB	L	1.02	73.9	E	L	1.11	84.9	F	L	1.11	84.9	F	**Unmitigable**
	EB	LTR	1.02	74.6	E	LTR	1.12	89.6	F	LTR	1.12	89.6	F	
	EB	R	1.00	34.2	C	R	1.08	53.8	D	R	1.08	53.8	D	
	WB	LTR	0.06	32.5	C	LTR	0.06	32.5	C	LTR	0.06	32.5	C	
FDR Drive NB	NB	L	0.88	54.7	D	L	0.88	55.4	E	L	0.88	55.4	E	
	NB	LTR	0.87	52.9	D	LTR	0.87	52.9	D	LTR	0.87	52.9	D	
FDR Drive SB	SB	LTR	0.95	48.0	D	LTR	1.00	57.2	E	LTR	1.00	57.2	E	
Overall Intersection		-	-	**49.6**	**D**	-	-	**59.6**	**E**	-	-	**59.6**	**E**	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 22nd Street														
East 22nd Street	EB	LT	0.28	27.4	C	LT	0.30	29.2	C	LT	0.30	28.0	C	**Unmitigable**
First Avenue	NB	T	0.74	53.7	D	T	0.77	64.1	E	T	0.77	64.1	E	Intersection delays change as a result of signal timing changes at nearby intersections.
	NB	R	0.01	15.4	B	R	0.01	15.4	B	R	0.01	15.4	B	
Overall Intersection		-	-	**50.5**	**D**	-	-	**59.7**	**E**	-	-	**59.5**	**E**	
First Avenue at East 23rd Street														
East 23rd Street	EB	L	0.89	48.9	D	L	1.01	66.1	E	L	1.01	66.1	E	**Unmitigable**
	EB	T	0.40	18.1	B	T	0.41	17.8	B	T	0.41	17.8	B	Intersection delays change as a result of signal timing changes at nearby intersections.
	WB	T	0.37	30.1	C	T	0.38	30.9	C	T	0.38	30.9	C	
	WB	R	1.06	122.3	F	R	1.33	217.6	F	R	1.33	217.6	F	
First Avenue	NB	L	0.99	91.2	F	L	0.99	90.9	F	L	0.99	90.9	F	
	NB	T	0.76	18.8	B	T	0.79	21.5	C	T	0.79	21.5	C	
	NB	R	0.64	24.8	C	R	0.68	28.2	C	R	0.68	28.1	C	
Overall Intersection		-	-	**34.1**	**C**	-	-	**44.5**	**D**	-	-	**44.5**	**D**	
First Avenue at East 24th Street														
East 24th Street	EB	L	0.13	18.8	B	L	0.16	19.3	B	L	0.16	19.3	B	Mitigation not required
First Avenue	NB	LT	0.73	9.9	A	LT	0.77	11.7	B	LT	0.77	11.7	B	
Overall Intersection		-	-	**10.3**	**B**	-	-	**12.0**	**B**	-	-	**12.0**	**B**	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 25th Street														
East 25th Street	WB	T	0.45	20.2	C	T	0.46	20.3	C	T	0.46	20.3	C	**Unmitigable**
	WB	R	0.51	22.9	C	R	0.93	62.0	E	R	0.93	62.0	E	
First Avenue	NB	LT	0.81	9.8	A	LT	0.87	13.3	B	LT	0.87	13.3	B	
	NB	R	0.08	7.5	A	R	0.50	32.8	C	R	0.50	32.8	C	
Overall Intersection		-	-	**13.2**	**B**	-	-	**22.4**	**C**	-	-	**22.4**	**C**	
First Avenue and East 26th Street														
East 26th Street	EB	L	1.20	147.0	F	LT	1.92	455.9	F	LT	1.92	455.9	F	**Unmitigable**
Former East 26th Street	WB	TR	0.47	27.9	C	TR	0.79	42.0	D	TR	0.79	42.0	D	
First Avenue	NB	LT	0.83	21.0	C	LT	0.92	63.0	E	LT	0.92	63.0	E	
	NB		-	-	-	R	0.19	10.3	B	R	0.19	10.3	B	
Overall Intersection		-	-	**42.9**	**D**	-	-	**117.8**	**F**	-	-	**117.8**	**F**	
First Avenue at East 29th Street														
East 29th Street	WB	TR	0.06	22.4	C	TR	0.06	22.4	C	TR	0.06	22.4	C	Mitigation not required
First Avenue	NB	LT	0.93	12.2	B	LT	1.03	29.9	C	LT	1.03	31.2	C	Intersection delays change as a result of signal timing changes at nearby intersections.
	NB	R	0.05	6.2	A	R	0.06	6.3	A	R	0.06	6.3	A	
Overall Intersection		-	-	**12.3**	**B**	-	-	**29.4**	**C**	-	-	**30.7**	**C**	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 30th Street														
East 30th Street	EB	L	0.82	39.1	D	L	0.83	39.9	D	L	0.80	37.2	D	Mitigation not required
	EB	T	0.83	45.8	D	T	0.91	54.5	D	T	0.87	48.9	D	Intersection delays change as a result of signal timing changes at nearby intersections.
First Avenue	NB	T	0.73	10.2	B	T	0.80	13.1	B	T	0.82	17.0	B	
	NB	R	0.60	12.6	B	R	0.72	13.0	B	R	0.74	15.1	B	
Overall Intersection		-	-	**22.0**	**C**	-	-	**24.6**	**C**	-	-	**25.6**	**C**	
First Avenue at East 33rd Street														
East 33rd Street	EB	L	0.17	19.9	B	L	0.17	19.9	B	L	0.17	19.9	B	Mitigation not required
	WB	TR	0.04	17.6	B	TR	0.04	17.6	B	TR	0.04	17.6	B	Intersection delays change as a result of signal timing changes at nearby intersections.
First Avenue	NB	L	0.39	8.0	A	L	0.40	7.4	A	L	0.40	7.3	A	
	NB	T	0.73	10.5	B	T	0.80	11.1	B	T	0.80	11.0	B	
	NB	R	0.02	5.4	A	R	0.02	5.1	A	R	0.02	5.0	A	
Overall Intersection		-	-	**10.5**	**B**	-	-	**10.9**	**B**	-	-	**10.8**	**B**	
First Avenue at East 34th Street														
East 34th Street	EB	L	1.04	58.4	E	L	1.05	60.9	E	L	1.05	60.9	E	**Unmitigable**
	EB	T	1.09	60.8	E	T	1.14	81.0	F	T	1.14	81.0	F	Intersection delays change as a result of signal timing changes at nearby intersections.
	WB	T	1.06	71.9	E	T	1.07	72.3	E	T	1.07	72.3	E	
	WB	R	0.78	31.5	C	R	0.79	31.8	C	R	0.79	31.8	C	
First Avenue	NB	L	0.36	8.8	A	L	0.47	10.6	B	L	0.47	10.2	B	
	NB	T	0.66	9.9	A	T	0.69	10.5	B	T	0.69	10.1	B	
	NB	R	0.61	12.9	B	R	0.72	16.6	B	R	0.72	16.2	B	
Overall Intersection		-	-	**35.5**	**D**	-	-	**40.4**	**D**	-	-	**40.2**	**D**	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Second Avenue at East 22nd Street														
East 22nd Street	EB	TR	0.53	31.9	C	TR	0.56	32.8	C	TR	0.61	36.2	D	Modify signal timing: Shift 2 seconds of green time from EB phase to SB phase. [EB phase shifts from 32 seconds to 30 seconds; SB phase shifts from 51 seconds to 53 seconds]. All other phases remain the same.
Second Avenue	SB	LT	1.22	118.1	F	LT	1.26	133.5	F	LT	1.21	109.5	F	
Overall Intersection		-	-	**107.5**	**F**	-	-	**120.6**	**F**	-	-	**100.1**	**F**	
Second Avenue at East 23rd Street														
East 23rd Street	EB	T	0.95	55.3	E	T	0.98	62.0	E	T	0.98	62.0	E	**Unmitigable** Intersection delays change as a result of signal timing changes at nearby intersections.
	EB	R	0.41	22.1	C	R	0.41	22.3	C	R	0.41	22.3	C	
	WB	L	0.98	106.3	F	L	1.04	124.8	F	L	1.04	124.8	F	
	WB	T	0.94	56.0	E	T	0.94	55.9	E	T	0.94	55.9	E	
Second Avenue	SB	L	1.09	94.0	F	L	1.17	118.0	F	L	1.17	118.0	F	
	SB	T	0.98	63.5	E	T	1.01	63.1	E	T	1.01	63.0	E	
	SB	R	0.72	16.2	B	R	0.82	21.8	C	R	0.82	21.8	C	
Overall Intersection		-	-	**62.3**	**E**	-	-	**66.7**	**E**	-	-	**66.7**	**E**	
Second Avenue at East 24th Street														
East 24th Street	EB	TR	0.37	28.3	C	TR	0.37	28.3	C	TR	0.37	28.3	C	Mitigation not required
	WB	LT	0.14	24.3	C	LT	0.14	24.3	C	LT	0.14	24.3	C	
Second Avenue	SB	LT	0.91	25.4	C	LT	0.95	42.7	D	LT	0.95	42.7	D	
Overall Intersection		-	-	**25.6**	**C**	-	-	**41.4**	**D**	-	-	**41.4**	**D**	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Second Avenue at East 25th Street														
East 25th Street	WB	LT	0.77	31.1	C	LT	0.79	32.3	C	LT	0.79	32.3	C	**Unmitigable**
Second Avenue	SB	T	0.85	36.1	D	T	0.90	62.4	E	T	0.90	62.4	E	
	SB	R	0.41	11.7	B	R	0.48	14.1	B	R	0.48	14.1	B	
Overall Intersection		-	-	**33.3**	**C**	-	-	**53.3**	**D**	-	-	**53.3**	**D**	
Second Avenue at East 26th Street														
East 26th Street	EB	TR	0.66	33.9	C	TR	0.67	34.3	C	TR	0.67	34.3	C	**Unmitigable**
	WB	L	0.55	35.7	D	L	0.89	59.2	E	L	0.89	59.2	E	
Second Avenue	SB	L	0.43	25.9	C	L	0.44	26.5	C	L	0.44	26.5	C	
	SB	T	0.65	65.8	E	T	0.66	65.8	E	T	0.66	65.8	E	
Overall Intersection		-	-	**55.1**	**E**	-	-	**56.9**	**E**	-	-	**56.9**	**E**	
Second Avenue at East 30th Street														
East 30th Street	EB	T	0.79	45.6	D	T	0.82	48.9	D	T	0.82	48.9	D	Mitigation not required
	EB	R	0.63	42.3	D	R	0.63	42.3	D	R	0.63	42.3	D	
Second Avenue	SB	L	0.61	19.4	B	L	0.64	20.2	C	L	0.64	20.2	C	
	SB	T	0.59	12.5	B	T	0.60	12.5	B	T	0.60	12.5	B	
Overall Intersection		-	-	**20.0**	**C**	-	-	**20.7**	**C**	-	-	**20.7**	**C**	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Second Avenue at East 34th Street														
East 23rd Street	EB	T	0.75	43.8	D	T	0.78	44.4	D	T	0.78	44.4	D	**Unmitigable**
	EB	R	0.67	48.8	D	R	0.70	49.5	D	R	0.70	49.5	D	
	WB	LT	0.72	51.2	D	LT	0.74	58.7	E	LT	0.74	58.7	E	
Second Avenue	SB	L	0.29	14.2	B	L	0.29	14.3	B	L	0.29	14.3	B	
	SB	T	0.78	21.8	C	T	0.78	22.1	C	T	0.78	22.1	C	
	SB	R	0.30	16.1	B	R	0.30	16.1	B	R	0.30	16.1	B	
Overall Intersection		-	-	**29.5**	**C**	-	-	**30.8**	**C**	-	-	**30.8**	**C**	
Midtown Tunnel Entrance at East 34th Street														
East 34th Street	EB	L	0.55	41.4	D	L	0.55	42.1	D	L	0.55	42.1	D	**Unmitigable**
	EB	T	1.11	86.4	F	T	1.16	103.5	F	T	1.16	103.5	F	Intersection delays change as a result of signal timing changes at nearby intersections.
	WB	T	1.09	120.8	F	T	1.13	128.0	F	T	1.13	128.0	F	
	WB	R	0.98	93.9	F	R	1.14	133.4	F	R	1.14	133.3	F	
Overall Intersection		-	-	**88.0**	**F**	-	-	**104.6**	**F**	-	-	**104.6**	**F**	
Midtown Tunnel Exit at East 34th Street														
East 34th Street	EB	T	0.68	30.2	C	T	0.69	31.9	C	T	0.69	31.9	C	Mitigation not required
	WB	T	0.84	27.2	C	T	0.86	28.4	C	T	0.86	28.4	C	
Midtown Tunnel Exit	SB	L	0.29	36.5	D	L	0.32	36.9	D	L	0.32	36.9	D	
	SB	R	0.30	12.6	B	R	0.32	12.9	B	R	0.32	12.9	B	

Table 18-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Overall Intersection		-	-	**27.5**	**C**	-	-	**28.7**	**C**	-	-	**28.7**	**C**	
UNSIGNALIZED INTERSECTIONS														
FDR Drive Southbound at East 25th Street														
East 25th Street	EB	R	-	14.5	B	R	-	15.1	C	R	-	15.1	C	Mitigation not required
FDR Drive SB	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Overall Intersection		-	-	**0.3**	**A**	-	-	**0.3**	**A**	-	-	**0.3**	**A**	
FDR Drive Southbound at East 30th Street														
East 30th Street	EB	R	-	10.3	B	R	-	11.9	B	R	-	11.9	B	Mitigation not required
FDR Drive SB	SB	TR	-	9.3	A	TR	-	10.1	A	TR	-	10.1	A	
Overall Intersection		-	-	**10.1**	**B**	-	-	**11.4**	**B**	-	-	**11.4**	**B**	

[1] Control delay is measured in seconds per vehicle.
[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio.
Denotes a significantly impacted movement
This table has been updated for the FEIS.

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

Intersection & Approach		2031 No-Action				2031 With-Action				2031 Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
SIGNALIZED INTERSECTIONS														
FDR Drive Southbound / Avenue C at East 23rd Street (west side)														
East 23rd Street	EB	TR	0.83	36.8	D	TR	0.85	38.5	D	TR	0.85	38.5	D	Mitigation not required Intersection delays change as a result of signal timing changes at nearby intersections.
	EB	R	0.83	55.3	E	R	0.84	56.4	E	R	0.84	56.5	E	
	WB	L	0.17	24.4	C	L	0.18	24.4	C	L	0.18	24.4	C	
	WB	T	0.25	85.3	F	T	0.27	84.5	F	T	0.27	84.5	F	
FDR Drive SB	SB	LTR	1.00	105.8	F	LTR	1.01	105.8	F	LTR	1.01	105.8	F	
Overall Intersection[2]		-	-	**76.3**	**E**	-	-	**76.6**	**E**	-	-	**76.6**	**E**	
FDR Drive Southbound / Avenue C at East 23rd Street (east side)														
East 23rd Street	EB	L	0.71	42.8	D	L	0.74	48.0	D	L	0.74	48.0	D	Mitigation not required
	EB	TR	0.71	43.7	D	TR	0.73	48.9	D	TR	0.73	48.9	D	
	WB	LTR	0.06	14.7	B	LTR	0.09	15.0	B	LTR	0.09	15.0	B	
Avenue C	NB	LTR	0.53	21.7	C	LTR	0.54	22.0	C	LTR	0.54	22.0	C	
Overall Intersection		-	-	**29.5**	**C**	-	-	**31.4**	**C**	-	-	**31.4**	**C**	
FDR Drive at East 34th Street														
East 34th Street	EB	L	0.85	47.0	D	L	0.93	55.3	E	L	0.93	55.2	E	**Unmitigable** Intersection delays change as a result of signal timing changes at nearby intersections.
	EB	LTR	0.85	47.8	D	LTR	0.93	56.9	E	LTR	0.93	56.9	E	
	EB	R	0.84	14.7	B	R	0.93	21.6	C	R	0.93	21.5	C	
	WB	LTR	0.03	32.0	C	LTR	0.03	32.0	C	LTR	0.03	32.0	C	
FDR Drive NB	NB	L	1.42	230.9	F	L	1.42	228.9	F	L	1.42	228.9	F	
	NB	LTR	1.41	224.2	F	LTR	1.42	231.3	F	LTR	1.42	231.3	F	
FDR Drive SB	SB	LTR	0.83	34.7	C	LTR	0.86	36.8	D	LTR	0.86	36.8	D	
Overall Intersection		-	-	113.4	F	-	-	**114.3**	**F**	-	-	**114.3**	**F**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

Intersection & Approach		2031 No-Action Mvt	V/C	Ctrl Delay[1]	LOS	2031 With-Action Mvt	V/C	Ctrl Delay[1]	LOS	2031 Mitigation Mvt	V/C	Ctrl Delay[1]	LOS	Mitigation Measures
First Avenue at East 22nd Street														
East 22nd Street	EB	LT	0.27	28.3	C	LT	0.28	28.8	C	LT	0.28	27.6	C	Mitigation not required.
First Avenue	NB	T	0.80	76.0	E	T	0.81	76.2	E	T	0.81	76.2	E	Intersection delays change as a result of signal timing changes at nearby intersections.
	NB	R	0.01	15.4	B	R	0.01	15.4	B	R	0.01	15.4	B	
Overall Intersection		-	-	**71.1**	**E**	-	-	**71.2**	**E**	-	-	**71.1**	**E**	
First Avenue at East 23rd Street														
East 23rd Street	EB	L	0.94	54.3	D	L	1.02	68.1	E	L	1.02	68.1	E	**Unmitigable**
	EB	T	0.36	19.6	B	T	0.37	19.3	B	T	0.37	19.3	B	Intersection delays change as a result of signal timing changes at nearby intersections
	WB	T	0.42	31.6	C	T	0.43	32.3	C	T	0.43	32.3	C	
	WB	R	0.77	63.4	E	R	0.99	108.9	F	R	0.99	108.9	F	
First Avenue	NB	L	0.82	54.9	D	L	0.82	54.9	D	L	0.82	54.9	D	
	NB	T	0.83	23.3	C	T	0.84	25.2	C	T	0.84	25.1	C	
	NB	R	0.54	21.3	C	R	0.57	22.7	C	R	0.57	22.6	C	
Overall Intersection		-	-	**29.6**	**C**	-	-	**34.6**	**C**	-	-	**34.5**	**C**	
First Avenue at East 24th Street														
East 24th Street	EB	L	0.07	17.9	B	L	0.09	18.2	B	L	0.09	18.2	B	Mitigation not required
First Avenue	NB	LT	0.75	8.3	A	LT	0.77	9.5	A	LT	0.77	9.5	A	
Overall Intersection		-	-	**8.6**	**A**	-	-	**9.7**	**A**	-	-	**9.7**	**A**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

Intersection & Approach		2031 No-Action				2031 With-Action				2031 Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
First Avenue at East 25th Street														
East 25th Street	WB	T	0.39	19.0	B	T	0.39	19.1	B	R	0.39	19.1	B	Mitigation not required
	WB	R	0.32	18.6	B	R	0.58	27.5	C	LT	0.58	27.5	C	
First Avenue	NB	LT	0.87	11.5	B	LT	0.90	13.7	B	R	0.90	13.7	B	
	NB	R	0.02	7.8	A	R	0.08	9.5	A	-	0.08	9.5	A	
Overall Intersection		-	-	**13.1**	**B**	-	-	**15.8**	**B**	-	-	**15.8**	**B**	
First Avenue and East 26th Street														
East 26th Street	EB	L	1.08	116.7	F	LT	2.03	514.4	F	LT	2.03	514.4	F	**Unmitigable**
Former East 26th Street	WB	TR	0.61	31.5	C	TR	0.92	57.9	E	TR	0.92	57.9	E	
First Avenue	NB	LT	0.76	10.7	B	LT	0.80	41.6	D	LT	0.80	41.6	D	
	NB		-	-	-	R	0.11	8.4	A	R	0.11	8.4	A	
Overall Intersection		-	-	**26.9**	**C**	-	-	**99.9**	**F**	-	-	**99.9**	**F**	
First Avenue at East 29th Street														
East 29th Street	WB	TR	0.03	22.1	C	TR	0.03	22.1	C	TR	0.03	22.1	C	Mitigation not required.
First Avenue	NB	LT	0.91	12.1	B	LT	1.00	21.9	C	LT	1.00	22.1	C	Intersection delays change as a result of signal timing changes at nearby intersections.
	NB	R	0.06	6.2	A	R	0.07	6.4	A	R	0.07	6.4	A	
Overall Intersection		-	-	**12.1**	**B**	-	-	**21.7**	**C**	-	-	**21.9**	**C**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
First Avenue at East 30th Street														
East 30th Street	EB	L	0.60	26.5	C	L	0.61	26.7	C	L	0.59	26.1	C	Modify signal timing: Shift 1 second of green time from NB phase to EB phase. [NB phase shifts from 49 seconds to 48 seconds; EB phase shifts from 31 seconds to 32 seconds]. All other phases remain the same.
	EB	T	1.04	79.3	E	T	1.07	86.7	F	T	1.03	74.6	E	
First Avenue	NB	T	0.65	8.9	A	T	0.72	10.1	B	T	0.73	12.0	B	
	NB	R	0.50	10.7	B	R	0.59	10.6	B	R	0.61	12.2	B	
Overall Intersection		-	-	**25.4**	**C**	-	-	**26.6**	**C**	-	-	**25.6**	**C**	
First Avenue at East 33rd Street														
East 33rd Street	EB	L	0.14	19.2	B	L	0.14	19.2	B	L	0.14	19.2	B	Mitigation not required. Intersection delays change as a result of signal timing changes at nearby intersections.
	WB	TR	0.04	17.5	B	TR	0.04	17.5	B	TR	0.04	17.5	B	
First Avenue	NB	L	0.37	8.5	A	L	0.38	8.1	A	L	0.38	7.9	A	
	NB	T	0.81	13.2	B	T	0.89	16.4	B	T	0.89	16.4	B	
	NB	R	0.03	5.9	A	R	0.03	5.7	A	R	0.03	5.6	A	
Overall Intersection		-	-	**12.8**	**B**	-	-	**15.5**	**B**	-	-	**15.5**	**B**	
First Avenue at East 34th Street														
East 34th Street	EB	L	1.04	82.0	F	L	1.04	82.1	F	L	1.04	82.1	F	**Unmitigable** Intersection delays change as a result of signal timing changes at nearby intersections.
	EB	T	1.02	49.8	D	T	1.05	71.6	E	T	1.05	71.6	E	
	WB	T	1.09	68.4	E	T	1.09	70.5	E	T	1.09	70.5	E	
	WB	R	1.40	206.8	F	R	1.41	212.9	F	R	1.41	212.9	F	
First Avenue	NB	L	0.43	10.0	A	L	0.57	12.0	B	L	0.57	11.8	B	
	NB	T	0.78	12.1	B	T	0.80	13.3	B	T	0.80	13.0	B	
	NB	R	0.59	12.6	B	R	0.74	17.6	B	R	0.74	17.4	B	
Overall Intersection		-	-	**48.9**	**D**	-	-	**53.1**	**D**	-	-	**53.0**	**D**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

Intersection & Approach		2031 No-Action Mvt	V/C	Ctrl Delay[1]	LOS	2031 With-Action Mvt	V/C	Ctrl Delay[1]	LOS	2031 Mitigation Mvt	V/C	Ctrl Delay[1]	LOS	Mitigation Measures
Second Avenue at East 22nd Street														
East 22nd Street	EB	TR	0.55	32.9	C	TR	0.56	33.0	C	TR	0.61	36.6	D	Modify signal timing: Shift 2 seconds of green time from EB phase to SB phase. [EB phase shifts from 32 seconds to 30 seconds; SB phase shifts from 51 seconds to 53 seconds]. All other phases remain the same.
Second Avenue	SB	LT	1.46	221.4	F	LT	1.48	232.6	F	LT	1.42	203.8	F	
Overall Intersection		-	-	**202.4**	**F**	-	-	**212.4**	**F**	-	-	**186.9**	**F**	
Second Avenue at East 23rd Street														
East 23rd Street	EB	T	1.08	92.7	F	T	1.10	100.7	F	T	1.10	100.7	F	**Unmitigable** Intersection delays change as a result of signal timing changes at nearby intersections.
	EB	R	0.37	22.0	C	R	0.37	22.2	C	R	0.37	22.2	C	
	WB	L	0.98	106.9	F	L	1.03	121.6	F	L	1.03	121.6	F	
	WB	T	0.96	60.7	E	T	0.97	61.2	E	T	0.97	61.2	E	
Second Avenue	SB	L	0.96	47.8	D	L	1.02	59.8	E	L	1.02	59.8	E	
	SB	T	1.30	150.8	F	T	1.29	149.5	F	T	1.29	149.3	F	
	SB	R	0.56	5.9	A	R	0.58	5.9	A	R	0.58	5.9	A	
Overall Intersection		-	-	**113.8**	**F**	-	-	**115.0**	**F**	-	-	**114.9**	**F**	
Second Avenue at East 24th Street														
East 24th Street	EB	TR	0.34	27.3	C	TR	0.34	27.3	C	TR	0.34	27.3	C	Mitigation not required
	WB	LT	0.14	24.2	C	LT	0.14	24.2	C	LT	0.14	24.2	C	
Second Avenue	SB	LT	1.05	60.2	E	LT	1.08	60.1	E	LT	1.08	60.1	E	
Overall Intersection		-	-	**57.8**	**E**	-	-	**57.7**	**E**	-	-	**57.7**	**E**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

Intersection & Approach		2031 No-Action				2031 With-Action				2031 Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
Second Avenue at East 25th Street														
East 25th Street	WB	LT	0.76	27.7	C	LT	0.78	29.6	C	LT	0.78	29.6	C	Mitigation not required
Second Avenue	SB	T	0.99	69.8	E	T	1.02	70.6	E	T	1.02	70.6	E	
	SB	R	0.33	10.1	B	R	0.46	13.1	B	R	0.46	13.1	B	
Overall Intersection		-	-	**59.7**	**E**	-	-	**60.7**	**E**	-	-	**60.7**	**E**	
Second Avenue at East 26th Street														
East 26th Street	EB	TR	0.48	27.9	C	TR	0.49	28.0	C	TR	0.49	28.0	C	Mitigation not required
	WB	L	0.65	39.6	D	L	0.82	51.5	D	L	0.82	51.5	D	
Second Avenue	SB	L	0.28	20.5	C	L	0.28	20.6	C	L	0.28	20.6	C	
	SB	T	0.79	68.2	E	T	0.79	68.3	E	T	0.79	68.3	E	
Overall Intersection		-	-	**59.3**	**E**	-	-	**60.2**	**E**	-	-	**60.2**	**E**	
Second Avenue at East 30th Street														
East 30th Street	EB	T	0.99	76.7	E	T	1.01	81.8	F	T	0.97	71.3	E	Modify signal timing: Shift 1 second of green time from SB phase to EB phase. [SB phase shifts from 52 seconds to 51 seconds; EB phase shifts from 31 seconds to 32 seconds]. All other phases remain the same.
	EB	R	0.34	29.9	C	R	0.35	30.1	C	R	0.34	29.0	C	
Second Avenue	SB	L	0.49	16.6	B	L	0.50	16.8	B	L	0.51	17.6	B	
	SB	T	0.65	13.3	B	T	0.65	13.3	B	T	0.66	14.1	B	
Overall Intersection		-	-	**24.1**	**C**	-	-	**25.1**	**C**	-	-	**24.1**	**C**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

		2031 No-Action				2031 With-Action				2031 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Second Avenue at East 34th Street														
East 23rd Street	EB	T	0.67	39.0	D	T	0.70	38.9	D	T	0.70	38.9	D	Mitigation not required
	EB	R	0.68	50.6	D	R	0.69	50.2	D	R	0.69	50.2	D	
	WB	LT	0.61	32.8	C	LT	0.62	34.4	C	LT	0.62	34.4	C	
Second Avenue	SB	L	0.29	14.1	B	L	0.29	14.2	B	L	0.29	14.2	B	
	SB	T	0.97	36.1	D	T	0.97	36.6	D	T	0.97	36.6	D	
	SB	R	0.33	17.1	B	R	0.33	17.1	B	R	0.33	17.1	B	
Overall Intersection		-	-	**33.9**	**C**	-	-	**34.3**	**C**	-	-	**34.3**	**C**	
Midtown Tunnel Entrance at East 34th Street														
East 34th Street	EB	L	0.47	31.6	C	L	0.48	34.4	C	L	0.48	34.4	C	**Unmitigable**
	EB	T	0.93	77.7	E	T	0.96	82.1	F	T	0.96	82.1	F	
	WB	T	1.09	120.7	F	T	1.12	122.7	F	T	1.12	122.7	F	
	WB	R	1.10	118.9	F	R	1.26	171.7	F	R	1.26	171.7	F	
Overall Intersection		-	-	**87.2**	**F**	-	-	**102.3**	**F**	-	-	**102.3**	**F**	
Midtown Tunnel Exit at East 34th Street														
East 34th Street	EB	T	0.55	15.3	B	T	0.56	15.8	B	T	0.56	15.8	B	Mitigation not required
	WB	T	0.73	21.2	C	T	0.74	21.6	C	T	0.74	21.6	C	
Midtown Tunnel Exit	SB	L	0.28	36.5	D	L	0.31	36.9	D	L	0.31	36.9	D	
	SB	R	0.29	12.6	B	R	0.31	12.9	B	R	0.31	12.9	B	
Overall Intersection		-	-	**18.4**	**B**	-	-	**19.0**	**B**	-	-	**19.0**	**B**	

Table 18-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

Intersection & Approach		2031 No-Action				2031 With-Action				2031 Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
UNSIGNALIZED INTERSECTIONS														
FDR Drive Southbound at East 25th Street														
East 25th Street	EB	R	-	13.6	B	R	-	13.9	B	R	-	13.9	B	Mitigation not required
FDR Drive SB	SB	TR	-	0.0	A	TR	-	0.0	A	TR	-	0.0	A	
Overall Intersection		-	-	**0.1**	**A**	-	-	**0.1**	**A**	-	-	**0.1**	**A**	
FDR Drive Southbound at East 30th Street														
East 30th Street	EB	R	-	11.6	B	R	-	13.0	B	R	-	13.0	B	Mitigation not required
FDR Drive SB	SB	TR	-	10.2	B	TR	-	11.0	B	TR	-	11.0	B	
Overall Intersection		-	-	**11.2**	**B**	-	-	**12.4**	**B**	-	-	**12.4**	**B**	

[1] Control delay is measured in seconds per vehicle.
[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio.
Denotes a significantly impacted movement
This table has been updated for the FEIS.

~~Eighteen~~A total of seventeen of the 23 intersections would have significant adverse traffic impacts ~~that would~~as a result ~~from~~of the Proposed Project and could not be fully mitigated in at least one peak hour, including:

- FDR Drive Southbound / Avenue C and East 23rd Street (midday)
- FDR Drive / Avenue C Northbound and East 23rd Street (AM and midday)
- FDR Drive and East 34th Street (AM, midday, and PM)
- First Avenue and East 22nd Street (midday)
- First Avenue and East 23rd Street (AM, midday, and PM)
- First Avenue and East 25th Street (AM and midday)
- First Avenue and East 26th Street (AM, midday, and PM)
- First Avenue and East 29th Street (AM)
- First Avenue and East 30th Street (AM~~, midday, and PM~~)
- First Avenue and East 34th Street (AM, midday, and PM)
- Second Avenue and East 22nd Street (AM)
- Second Avenue and East 23rd Street (AM, midday, and PM)
- Second Avenue and East 25th Street (midday)
- Second Avenue and East 26th Street (midday)
- Second Avenue and East 30th Street (AM~~ and PM~~)
- Second Avenue and East 34th Street (AM and midday)
- East 34th Street and Queens-Midtown Tunnel Entrance (AM, midday, and PM)
- ~~East 34th Street and Queens Midtown Tunnel Exit (AM)~~
- FDR Drive and East 30th Street (AM)

~~Additional~~Traffic mitigation measures ~~will be explored~~needed for each intersection are described below; details of signal timing modifications are summarized in **Tables 18-3** through **Table 18-5**~~conjunction with NYC DOT between the DEIS and FEIS.~~

FDR Drive

FDR Drive Southbound / Avenue C and East 23rd Street (west side)

Significant impacts at this intersection would occur during the midday peak hour. These impacts could not be mitigated.

FDR Drive Southbound / Avenue C and East 23rd Street (east side)

Significant impacts at this intersection would occur during the AM and midday peak hours. These impacts could not be mitigated.

FDR Drive Southbound at East 30th Street

Significant impacts at this intersection would occur during the AM peak hour. These impacts could not be mitigated.

FDR Drive and East 34th Street

Significant impacts at this intersection would occur during the AM, midday, and PM peak hours. These impacts could not be mitigated.

First Avenue

First Avenue and East 22nd Street

Significant impacts at this intersection would occur during the midday peak hour. These impacts could not be mitigated.

First Avenue and East 23rd Street

Significant impacts at this intersection would occur during the AM, midday, and PM peak hours. These impacts could not be mitigated.

First Avenue and East 25th Street

This intersection would be significantly impacted during the AM and midday peak hours. These impacts could not be mitigated.

First Avenue and East 26th Street

This intersection would be significantly impacted during the AM, midday, and PM peak hours. These impacts could not be mitigated.

First Avenue and East 29th Street

Traffic impacts were identified at the intersection of First Avenue and East 29th Street during the AM peak hour; these impacts could not be mitigated.

First Avenue and East 30th Street

This intersection would be significantly impacted during the AM~~, midday, and PM peak hours. These~~ and PM peak hours. Significant impacts during the PM peak hour could be mitigated with signal timing modifications, but significant impacts during the AM peak hour would remain unmitigated.

First Avenue and East 34th Street

This intersection would be significantly impacted during the AM, midday, and PM peak hours. These impacts could not be mitigated.

Second Avenue

~~NYC DOT~~NYCDOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and pedestrian operations at intersections along Second Avenue. ~~Should~~The project would shift the ~~plan be adopted prior~~Second Avenue bus lane from the curbside lane to the ~~release~~adjacent "offset" lane, widen bike lanes, and modify parking regulations and signal timing plans along Second Avenue between Houston Street and East 59th Street. Following the issuance of the ~~FEIS, the~~ DEIS, NYCDOT provided preliminary

plans and changes proposed to the study area's transportation ~~analysis will be updated to incorporates these changes and, as a result, the traffic impact results in the FEIS may be different than those identified in the DEIS~~network and they were incorporated into the FEIS.

Second Avenue and East 22nd Street

This intersection would be significantly impacted during the AM ~~and~~, midday, and PM peak hours. These impacts could be mitigated with signal timing modifications during the midday and PM peak hours. Significant impacts during the AM peak hour could not be mitigated.

Second Avenue and East 23rd Street

This intersection would be significantly impacted during the AM, midday, and PM peak hours. These impacts could not be mitigated.

Second Avenue and East 24th Street

This intersection would be significantly impacted during the AM peak hour. These impacts could be fully mitigated with signal timing modifications at the nearby intersection of Second Avenue and East 25th Street.

Second Avenue and East 25th Street

This intersection would be significantly impacted during the AM and midday peak hours. These impacts could be fully mitigated with signal timing modifications during the AM peak hour but could not be mitigated during the midday peak hour.

Second Avenue and East 26th Street

This intersection would be significantly impacted during the midday peak hour. These impacts could not be mitigated.

Second Avenue and East 30th Street

This intersection would be significantly impacted during the AM and PM peak hours; these impacts could be mitigated during the PM peak hour but could not be mitigated during the AM peak hour.

Second Avenue and East 34th Street

This intersection would be significantly impacted during the AM, and midday~~, and PM~~ peak hours. These impacts could not be mitigated.

34th Street

East 34th Street at Queens-Midtown Tunnel Entrance

This intersection would be significantly impacted during the AM, midday, and PM peak hours. These impacts could not be mitigated.

East 34th Street at Queens-Midtown Tunnel Exit

This intersection would be significantly impacted during the AM peak hour~~; these impacts~~. This impact could ~~not~~ be fully mitigated with signal timing modifications.

Implementation

Implementation of signal timing modification measures would be performed by ~~NYC DOT. Signal timing modifications and additional~~NYCDOT. The implementation of these measures would not result in the loss of any parking or "standing" spaces. If, prior to implementation, NYCDOT determines that any of the identified mitigation measures ~~will be studied further in conjunction with NYC DOT between the DEIS~~are infeasible, and no other alternative and ~~FEIS~~equivalent mitigation measures could be advanced, then the impacts would be unmitigated.

~~Subway~~

Subways

Subway Station Element Analysis

As discussed in **Chapter 10, Transportation**, subway station elements at the 23rd Street and the 28th Street No. 6 subway stations were analyzed during the AM and PM commuter peak hours. The Proposed Project would not result in significant impacts to the fare control areas, but significant impacts were identified at the stairs in both subway stations.

Significant impacts were identified at the following stairs:

- 28th Street downtown track stairs O4A/O4B and O5A/O5B in the AM and PM peak hours
- 28th Street uptown track stair P2 in the AM and PM peak hours.
- 23rd Street downtown track stair S7 in the AM peak hour.
- 23rd Street downtown track stair S5 and P5 in the AM peak hour.
- 23rd Street uptown track stairs S8A/S8B and P8A/P8B in the AM and PM peak hours.

Potential subway improvements, and the feasibility of such improvements, to mitigate the subway impacts were reviewed with NYCT. Typical measures to mitigate these impacted stairs would include widening of stairs~~.~~ which are generally conducted in 30-inch increments consistent with the width of pedestrian "walking lanes." Widening of stairs would necessitate temporarily closing the stairs to enable reconstructing of wider stairways.

Widening of the 28th Street subway station's O4A/O4B and O5A/O5B stairs, located at the southwest corner of Park Avenue and East 28th Street, by 30 inches could mitigate impacts at these stairs. However, these stairs are located within a privately owned building and not within the public right-of-way. Therefore, widening of the O4A/O4B and O5A/O5B stairs would not be feasible. Widening of the P2 stair, located along the south side of East 28th Street east of Park Avenue, by 30 inches could also mitigate impacts at this stair but would require reconstruction and realignment of the connecting S2 and S4 surface stairs to meet the widened P2 stair at the mid-level stairway landing.

Subway station improvements at the 28th Street subway station would need to be ~~assessed~~developed in conjunction with accessibility improvements under the Americans with

Disabilities Act (ADA); the station is ADA accessible only in the southbound direction. ~~ADA improvement may include the installation of elevators, the feasibility of ADA improvements and potential widening of impacted stairs would need to be coordinated with NYCT between the DEIS and FEIS.~~Potential ADA improvements to make the station fully accessible would include the installation of a surface-to-platform elevator, reconstruction of the stairway, widening of the East 28th Street south sidewalk to accommodate the reconstructed stairway and elevator, and relocation of utilities. A sensitivity analysis determined that widening of the P2 stair would be needed when the proposed high school would be built. The cost for improvements would comprise a substantial proportion of the project's development cost and would require a corresponding increase in the projected public subsidy. As a result, these measures have been found to not be feasible to implement at the 28th Street subway station; significant impacts at the 28th Street subway station elements would remain unmitigated.

At the 23rd Street subway station, widening of 30 inches at each of the impacted stairs could mitigate the significant impacts. The feasibility of such improvements was reviewed with NYCT, and with NYCDOT for locations where stairway widening would need to be accompanied by widening of the sidewalk.

For the S8A/S8B and P8A/P8B stairs, located along the East 23rd Street north sidewalk to the east of Park Avenue, this stairway was widened as part of ADA improvements to this station completed in December 2016. The period of construction required closure and relocation of the stairway resulting in disruption for subway riders. As reconstruction of this stairway was completed a few years ago, the stairway is in the early stages of its useful life and closure of the stairway to further widen the stairway would be impractical and would result in additional disruption for subway riders. Therefore, subway impacts at this stairway would remain unmitigated.

For the S7 stair, located along the East 23rd Street south sidewalk to the west of Park Avenue, widening of this stairway would need to be completed in conjunction with widening of the East 23rd Street south sidewalk. However, the eastbound East 23rd Street curbside lane is a right turn lane, and widening of the sidewalk would encroach on this travel lane. Removal of the right turn lane would result in right turning vehicles needing to make turns from the adjacent bus lane. The right turning vehicles would reduce the effectiveness of the bus lane and affect traffic operations along this approach. Therefore, widening of the stairway is not practicable and impacts to this stair would remain unmitigated.

For the S5/P5 stairs, located along the Park Avenue west sidewalk to the south of East 23rd Street, widening of the stairs would need to be accompanied by widening of the Park Avenue west sidewalk. The curbside lane is a parking lane so the sidewalk widening would not interrupt traffic flow. However, due to the location of the stairway entrance, the sidewalk widening would need to extend approximately 100 feet from the corner of the intersection, approximately half of the block length (a loss of approximately five parking spaces). Sidewalk widenings related to the widening of subway stairways are typically conducted along the ends of sidewalk, at the corners; widening the sidewalk to the middle of block would create inconsistent walking paths for pedestrians where pedestrians would expect to travel along a straight path. Furthermore, the Park Avenue west curb features overnight street cleaning regulations and provides metered parking spaces for commercial vehicles during weekdays from 7 AM to 7 PM; removal of the parking spaces would reduce the number of spaces available for commercial loading/unloading activities in this central business district area. Therefore, widening of the stairway is not practicable and impacts these stairs would remain unmitigated.

Buses

Bus Line-Haul Analysis

As discussed in **Chapter 10, Transportation**, the Proposed Project would result in a capacity shortfall for the following bus routes:

- The M15 local bus route in the southbound direction during the AM peak hour.
- The M34A-SBS bus route in the eastbound direction in the AM peak hour.
- The M23-SBS bus route in the eastbound direction in the AM peak hour.
- The M15-SBS bus route in the northbound direction during the PM peak hour.
- The M23-SBS bus route in the westbound direction during the PM peak hour.

As detailed in **Table 18-6**, impacts to the M15, M15-SBS and M34A-SBS bus routes could be mitigated with an additional bus in the impacted direction during the impacted peak hour. The M23-SBS bus route could be mitigated with the addition of 11 buses in the eastbound direction in the AM peak hour and five buses in the westbound direction in the PM peak hour. The general policy of the NYCT it to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Table 18-6 With-Action with Mitigation Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Buses	Project Increment	With-Action Available Capacity	Additional Peak Hour Buses[1]	Available Capacity With Mitigation[2]
AM	M15	SB	Second Ave/E 57th St	6	118	-22	1	63
	M34A-SBS	EB	W 34th St/Broadway	7	91	-40	1	45
	M23-SBS	EB	E 23rd St/Park Ave S	9	966	-897	11	38
PM	M15-SBS	NB	W 23rd St/7 Ave	11	41	-38	1	47
	M23-SBS	WB	E 23rd St/3 Ave	9	421	-406	5	19

Notes:
[1] Additional peak hour buses needed to accommodate project-generated demand
[2] Available capacity based on NYCT loading guidelines of 85 passengers per articulated bus.

Pedestrians

As discussed in **Chapter 10, Transportation**, the Proposed Project would result in significant impacts at eight pedestrian elements (three sidewalks, two crosswalks, and three corners) during the AM peak hour, five pedestrian elements (two sidewalks, one crosswalk, and two corners) during the midday peak hour, and five pedestrian elements (three sidewalks and two corners) during the PM peak hour. A total of 61 pedestrian elements were analyzed for the weekday AM, midday, and PM peak hours.

Potential improvements that could mitigate the significant impacts, such as widening of crosswalks or relocation of sidewalk or corner obstructions, ~~are being~~were explored and ~~will be studied further~~

are described below. As discussed earlier and in ~~conjunction with NYC DOT between~~ the DEIS ~~and FEIS. In addition, NYC DOT is currently~~, NYCDOT has been in the process of developing plans for the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and pedestrian operations at intersections along Second Avenue. ~~Should~~Following the ~~plan be adopted prior to the release~~issuance of the ~~FEIS, the transportation analysis will be updated to incorporates these changes and, as a result, the pedestrian impact results~~DEIS, NYCDOT provided preliminary plans which were incorporated in the ~~FEIS may be different than those identified in the DEIS. Should pedestrian improvements to mitigate impacts be determined to not be feasible, the impacts to the pedestrian elements would remain unmitigated~~FEIS' analyses.

Table 18-7 summarizes the significantly impacted pedestrian elements and whether they could be mitigated. Detailed pedestrian levels of service and mitigation measures are summarized in **Table 18-8** through **Table 18-10**.

Table 18-7 Summary of Elements with Significant Adverse Pedestrian Impacts

Peak Hour	Elements Analyzed	Elements with No Significant Impacts	Mitigated Elements	Unmitigated Elements
Sidewalks				
AM	22	19	1	2
Midday	22	20	1	1
PM	22	19	0	3
Crosswalks				
AM	15	13	0	2
Midday	15	14	1	0
PM	15	15	0	0
Corner Areas				
AM	24	21	0	3
Midday	24	22	0	2
PM	24	22	0	2

Sidewalks

Pedestrian impacts were identified along six sidewalks during at least one peak hour. These sidewalks include:

- East 28th Street south sidewalk between Park Avenue and Lexington Avenue (AM peak hour)
- East 25th Street north sidewalk between First Avenue and FDR Drive (AM and midday peak hours)
- East 23rd Street north sidewalk between Madison Avenue and Park Avenue (midday and PM peak hours)
- East 23rd Street north sidewalk between Lexington Avenue and Third Avenue (PM peak hour)

› First Avenue east sidewalk between East 23rd Street and East 24th Street (AM and PM peak hours)

The significant impact to the East 25th Street north sidewalk between First Avenue and FDR Drive could be mitigated in the AM and midday peak hours by relocating the Citibike station from this location to the First Avenue east sidewalk between East 25th Street and East 26th Street. The relocation of the Citibike station to the First Avenue east sidewalk between East 25th Street and East 26th Street would not significantly impact this sidewalk.

At ~~these~~the other impacted sidewalks, typical measures such as relocation of obstructions along the narrowest points of the sidewalk were reviewed and determined to be infeasible~~.~~ because of physical obstructions that cannot be relocated such as bus shelters, street furniture from businesses, and elevators. Therefore, pedestrian impacts at these sidewalks could not be mitigated. ~~Additional mitigation measures will be explored between the DEIS and FEIS.~~

Table 18-8 presents the level of service comparison between No-Action, With-Action and Mitigation conditions.

Table 18-8 Sidewalk Impact Mitigation Summary

	No-Action			With-Action			Mitigation			
Sidewalk	**Effective Width, ft**	**Avg Ped Space, SF/P**	**LOS**	**Effective Width, ft**	**Avg Ped Space, SF/P**	**LOS**	**Effective Width, ft**	**Avg Ped Space, SF/P**	**LOS**	**Mitigation Measures**
AM Peak Hour										
East 28th Street between Park Avenue and Lexington Avenue (south side)	4.6	36.2	D	4.6	28.2	D	4.6	28.2	D	Unmitigated
First Avenue between East 25th Street and East 26th (east side)	4.2	75.9	C	14.5	137.0	B	11.0	103.8	B	Change in levels of service due to relocation of Citibike station
East 25th Street between FDR Drive and First Avenue (north side)	4.4	110.6	B	7.0	23.3	D	10.5	36.1	D	Relocate Citbike station to First Avenue east sidewalk
First Avenue between 23rd Street and 24th Street (east side)	3.8	57.1	C	3.8	20.8	E	3.8	20.8	E	Unmitigated
Midday Peak Hour										
First Avenue between East 25th Street and East 26th (east side)	4.2	101.8	B	14.5	157.2	B	11.0	119.1	B	Change in levels of service due to relocation of Citibike rack
East 25th Street between FDR Drive and First Avenue (north side)	4.4	166.0	B	7.0	25.1	D	10.5	38.6	D	Relocate Citbike station to the First Avenue east sidewalk
East 23rd Street between Park Avenue and Madison Avenue (north side)	1.8	166.3	B	1.8	25.5	D	1.8	25.5	D	Unmitigated
PM Peak Hour										

Table 18-8 Sidewalk Impact Mitigation Summary

	No-Action			With-Action			Mitigation			
Sidewalk	Effective Width, ft	Avg Ped Space, SF/P	LOS	Effective Width, ft	Avg Ped Space, SF/P	LOS	Effective Width, ft	Avg Ped Space, SF/P	LOS	Mitigation Measures
First Avenue between East 25th Street and East 26th Street (east side)	4.2	100.3	B	14.5	231.0	B	11.0	175.2	B	Change in level of service due to relocation of Citibike rack
East 25th Street between FDR Drive and First Avenue (north side)	4.4	129.6	B	7.0	45.5	C	10.5	68.8	C	Relocate Citibike station to the First Avenue east sidewalk
East 23rd Street between Park Avenue and Madison Avenue (north side)	1.8	51.7	C	1.8	19.8	E	1.8	19.8	E	Unmitigated
East 23rd Street between Lexington Avenue and Third Avenue (north side)	3.9	34.9	D	3.9	31.0	D	3.9	31.0	D	Unmitigated
First Avenue between 23rd Street and 24th Street (east side)	3.8	62.5	C	3.8	31.3	D	3.8	31.3	D	Unmitigated

Denotes significantly impacted pedestrian element

This table has been updated for the FEIS.

Crosswalks

Pedestrian impacts were identified at the east crosswalk of First Avenue at East 25th Street during the AM and midday peak hours. The impact in the midday peak hour could be mitigated by widening the east crosswalk from 13.2 feet to 21 feet. Pedestrian impacts were also identified at the east crosswalk at First Avenue and East 23rd Street during the AM peak hour. ~~Impacts~~The impact at ~~these crosswalks~~ this crosswalk could not be mitigated~~, additional~~. In addition, traffic mitigation ~~measures will be explored between the DEIS~~in the form of signal timing modifications were identified at the intersection of Second Avenue and ~~FEIS~~East 25th Street during the AM peak hour. It was determined that this measure would not adversely affect levels of service at the analysis crosswalks at this intersection. **Table 18-9** presents the level of service comparison between No-Action, With-Action and Mitigation conditions.

Table 18-9 Crosswalk Impact Mitigation Summary

		No-Action		With-Action		Mitigation		
Intersection	Crosswalk	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Mitigation Measures
AM Peak Hour								

Table 18-9 Crosswalk Impact Mitigation Summary

		No-Action		With-Action		Mitigation		
Intersection	**Crosswalk**	**Avg Ped Space, SF/P**	**LOS**	**Avg Ped Space, SF/P**	**LOS**	**Avg Ped Space, SF/P**	**LOS**	**Mitigation Measures**
Second Avenue at East 25th Street	North	117.1	A	38.7	C	34.9	C	Changes in level of service as a result of signal timing modification proposed as mitigation for traffic impacts
	South	257.3	A	85.3	A	75.7	A	Changes in level of service as a result of signal timing modification proposed as mitigation for traffic impacts
First Avenue at East 25th Street	East	48.8	B	9.0	E	16.7	D	Unmitigated Widen crosswalk from 13.2 feet to 21 feet
First Avenue at East 23rd Street	East	58.6	B	18.3	D	18.3	D	Unmitigated
Midday Peak Hour								
First Avenue at East 25th Street	East	91.7	A	16.2	D	28.0	C	Widen crosswalk from 13.2 feet to 21 feet

Denotes significantly impacted pedestrian element

This table has been updated for the FEIS.

Corners

Pedestrian impacts were identified at the southwest corner at the intersection of Lexington Avenue and East 28th Street and the northeast corner at the intersection of First Avenue and East 26th Street during all peak hours analyzed. Pedestrian impacts were also identified at the southeast corner of the intersection of First Avenue and East 23rd Street during the AM peak hour. Typical measures such as relocation of obstructions within the corner area or extending the corner curb space were reviewed and determined to be infeasible. Therefore, pedestrian impacts at these corners could not be mitigated. ~~Additional mitigation measures will be explored between the DEIS and FEIS.~~ The pedestrian levels of ~~services~~service at the impacted corners are shown in **Table 18-10**.

Table 18-10 Corner Impact Mitigation Summary

Intersection	Corner	No-Action		With-Action		Mitigation		Mitigation Measures
		Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	
AM Peak Hour								
Lexington Avenue at East 28th Street	Southwest	5.9	F	2.4	F	2.4	F	Unmitigated
First Avenue at East 26th Street	Northeast	48.9	B	15.9	D	15.9	D	Unmitigated
Second Avenue at East 25th Street	Northeast	100.0	A	62.7	A	62.8	A	Changes in level of service as a result of signal timing modifications proposed as mitigation for traffic impacts
	Northwest	177.1	A	81.3	A	80.5	A	
First Avenue at E 23rd Street	Southeast	38.8	C	7.7	F	7.7	F	Unmitigated
Midday Peak Hour								
Lexington Avenue at East 28th Street	Southwest	19.0	D	12.4	E	12.4	E	Unmitigated
First Avenue at East 26th Street	Northeast	44.0	B	12.4	E	12.4	E	Unmitigated
PM Peak Hour								
Lexington Avenue at East 28th Street	Southwest	11.4	E	9.0	E	9.0	E	Unmitigated
First Avenue at East 26th Street	Northeast	51.5	B	14.4	E	14.4	E	Unmitigated

Denotes significantly impacted pedestrian element

This table has been updated for the FEIS.

Implementation

Implementation of mitigation measures would be subject to review and approval by ~~NYC DOT~~NYCDOT. If, prior to implementation, ~~NYC DOT~~NYCDOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure would be identified. In the absence of the application of a particular mitigation measure, the impact would remain unmitigated.

Construction

Construction Transportation

As discussed in **Chapter 16, Construction**, 23 intersections were analyzed for potential significant traffic impacts during the AM and PM construction traffic peak hours. Following the issuance of the DEIS, NYCDOT provided preliminary plans and changes proposed as part of the *Second Avenue Bus and Bike Lane Enhancements* project to the study area's transportation network which were incorporated into the FEIS. Significant impacts were identified at eight analysis intersections during the AM peak hour and at ~~seven~~eight intersections during the PM peak hour. Where impacts during construction may occur, measures such as signal timing modifications could potentially ~~provide full or partial mitigation~~fully mitigate significant traffic impacts at ~~some of the significantly impacted~~three intersections~~. These measures and additional mitigation measures will be studied further in conjunction with NYC DOT between the DEIS and FEIS. As discussed in **Chapter 18, Mitigation**, NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and pedestrian operations at intersections along Second Avenue. Should the plan be adopted prior to~~ during the ~~release of~~PM construction peak hour. Significant traffic impacts during the ~~FEIS, the transportation analysis will be updated to incorporate these changes and, as a result, the traffic impact results in the FEIS may be different than those identified in the DEIS.~~AM construction peak hour would remain unmitigated.

Pedestrian analyses were conducted at 14 pedestrian elements and significant pedestrian impacts were identified for one pedestrian elements (one corner) during the AM construction peak hour, and two pedestrian elements (one sidewalk and one corner) during the PM construction peak hour. Significant impacts to the pedestrian elements during construction would remain unmitigated.

Construction Noise

Since noise levels during construction would have the potential to exceed the thresholds for exterior increases in noise, there would be potential for the project to result in high exterior and interior noise levels at existing noise receptors at the Office of the Chief Medical Examiner located immediately north of the Development Site. As described in **Chapter 16, Construction**, exterior noise levels would have the potential to exceed the 85 dBA criterion for New York City Noise Code during certain phases of construction if the upper limits of projected construction noise are realized.

The primary sources of construction noise causing impact include demolition of the existing building and pile driving during the foundation phases of construction. Because the potential noise exceedances are predicted to occur only on the southern facade over a limited period of the construction duration (up to four months total depending on the location), the Proposed Project could result in short-term exceedances at these locations. As such, noise control measures would be incorporated in a construction noise mitigation plan required under the New York City Noise Control Code to further reduce the noise impact from the construction operations. Potential noise reduction measures could include a variety of source and path controls, such as temporary barriers and/or shrouds around specific equipment; and substitution with the equipment of lower noise emissions, i.e., using drill rigs instead of pile driving, as well as other measures, as warranted.