A. INTRODUCTION

The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse environmental impacts resulting from the Proposed Actions. Such potential impacts were identified in the areas of community facilities, open space, shadows, traffic, transit, pedestrians, and construction-related traffic. Measures have been examined to minimize or eliminate these anticipated impacts. These mitigation measures are discussed below.

B. COMMUNITY FACILITIES

The community facilities analysis in Chapter 5, "Community Facilities and Services," finds that the Proposed Actions would result in the following significant adverse impacts related to community facilities:

- Elementary school impact if the PS/IS school is not completed by the interim Future with the Proposed Actions condition (2017).
- Child care impacts in the interim Future with the Proposed Actions condition (2017) and in the full Future with the Proposed Actions condition (2019).

ELEMENTARY SCHOOLS—SCENARIO WITHOUT THE PS/IS SCHOOL 2017

If the proposed PS/IS school were not completed by 2017, the Proposed Actions would result in a significant adverse impact to elementary schools in the study area in 2017. For this scenario, the Proposed Actions would result in an increase in the elementary school utilization rate of five or more percentage points in the study area (from 196 to 211 percent) indicating a significant adverse impact. Mitigation for this impact would be to build and complete the school by 2017. The Restrictive Declaration will include provisions for the Developer to work with SCA upon completion of a threshold number of residential units in order to pursue action on the new school in the early phase of build-out of the project. In the event that the school is not completed by 2017, the Proposed Actions would result in a temporary unmitigated significant adverse impact to elementary schools in the study area.

CHILD CARE

The introduction of child care eligible children associated with the Proposed Actions would cause 24 and 33 percent increases in demand over the existing capacity of child care facilities in the study area in 2017 and 2019, respectively. Therefore, the Proposed Actions would result in a significant adverse impact on publicly funded child care facilities requiring consideration of mitigation. This expected increase in demand could be offset by a number of factors. Private child care facilities and child care centers outside of the study area are not included in this analysis. Some of the increased child care demand would likely be offset by parents who choose to take their children to child care centers outside of the study area (e.g., closer to work). Some

of the Family Day Care Networks serve children residing in the study area and could potentially absorb some of the demand. This new demand may also be considered in future Request for Proposal planning for contracted services. New capacity could potentially be developed as part of the New York City Administration for Children's Services' (ACS) public-private partnership initiatives. As partial mitigation for this impact, ACS will monitor the demand and need for additional capacity and implement change to the extent practicable. The Restrictive Declaration will require the Developer to offer ACS 10,000 square feet of space for use as a day care facility, at a rate affordable to ACS providers (currently $10 per sf), in the event that ACS determines that development of the site would result in a need for additional day care capacity. In the event ACS declines the offer of space, ACS may request implementation of alternative measures to make program or physical improvements that would support additional day care capacity. The Developer would consider such alternative measures, when identified.

C. OPEN SPACE

OVERVIEW

Chapter 6, "Open Space," identifies both direct and indirect impacts on open spaces. Specifically, the Proposed Actions would result in the following significant adverse impacts on open space:

- Direct shadow impacts from the Development Site on two open space resources, to be designed and built in the future. One on the Eastern Rail Yard open space during late spring and summer, and the March and September analysis periods. The open space to the east of the Tenth Avenue Additional Housing Site would experience direct shadow impacts during all seasons.
- Indirect significant adverse impacts on the total open space and active open space in the Development Site residential study area.

MITIGATION FOR SHADOWS ON OPEN SPACE

The *CEQR Technical Manual* identifies several different measures that could mitigate significant adverse shadow impacts on open spaces. These measures include relocating facilities within an open space to avoid sunlight loss, relocating or replacing vegetation, undertaking additional maintenance to reduce the likelihood of species loss, or replacement facilities on another nearby site. CEQR guidelines also discuss alternatives that may reduce or eliminate shadow impacts, including reorientation of the building's bulk or reorientation of the site plan.

The Eastern Rail Yard development project, which would be developed in the Future without the Proposed Actions, is expected to include a large public square and two urban plazas. The largest area would be the central open space, which would be surrounded by buildings with ground-floor retail uses. The design of this open space is still in development; however as described in Chapter 7, "Shadows," the analysis conservatively assumed that this public square would be programmed as passive open space, although some space could potentially be programmed for active use. As partial mitigation, the design of this open space would take into consideration the shadows from the Proposed Actions. Such designs could include the use of shade tolerant vegetation for landscaping and the placement of features that may require sunlight in areas of the

open space with greater direct sun. This requirement would be set forth in a restrictive declaration governing the Eastern Rail Yard.

The open space that would be located directly east of the Tenth Avenue Additional Housing Site, which would be developed in the Future without the Proposed Actions, would be located above the New York City Department of Environmental Protection (DEP) Water Tunnel No. 3. The design of this open space is not known at this time; however as described in Chapter 7, "Shadows," the analysis conservatively assumed that the entire open space would be heavily programmed with passive open space features, such as benches and other sitting areas, although some space could potentially be programmed for active use. The New York City Department of Parks and Recreation (DPR), in coordination with DEP, would identify the program and design for this future open space. If it assumed that the entire open space would be heavily programmed with passive open space features, such as benches and other sitting areas, then the shadows that would result from the Proposed Actions could cause a significant adverse impact. As partial mitigation, the design and layout for this future open space would take into consideration the shadows from the Proposed Actions. Such measures could include the programming of active recreation features, the placement of features requiring sunlight to be located in areas of the open space where shadows are cast for a short duration, and the use of shade tolerant vegetation for landscaping.

INDIRECT EFFECTS MITIGATION

Potential mitigation measures for the Proposed Actions could include, among others: creating additional open space programming on the Development Site or within the study area; funding for improvements, renovation, or maintenance at existing local parks; adding amenities to existing parks to increase park usage year-round or at night; and opening schoolyards to the public outside of school hours.

These options were explored and evaluated in consultation with DPR between the DEIS and FEIS. The Restrictive Declaration will include provisions to establish an Open Space Fund, with contributions made by the Developer at appropriate intervals as development occurs on the site. The proceeds of the Open Space Fund would be utilized by DPR, in consultation with Community Board 4 and the local City Council Member, to fund programs or improvements which would improve or increase capacity for active recreation within Community Board 4 and constitute partial mitigation for the significant adverse impact.

D. SHADOWS

The identified significant shadow impacts as a result of the Proposed Actions are on the Eastern Rail Yard open space to the east of the Development Site and the open space to the east of the Tenth Avenue Additional Housing Site, both future open spaces that would be developed in the Future without the Proposed Actions. Mitigation for this impact is discussed above, in "Open Space."

E. TRAFFIC

The Proposed Actions would result in significant adverse peak hour traffic impacts at a number of study area locations during the peak construction year (2016), in the interim Future with the Proposed Actions condition (2017), and in the full Future with the Proposed Actions condition

(2019), as described in Chapter 17, "Traffic and Parking," and Chapter 21, "Construction Impacts."

In the discussion that follows, mitigation measures, consisting primarily of signal timing changes, are identified that would mitigate, either in part or in whole, the significant adverse traffic impacts of the Proposed Actions in the 2019 Build Year and the 2017 Interim Year. These mitigation measures were developed on the basis of an analysis of No Build and Build traffic conditions for the 2019 Build Year and the 2017 interim year that, for the reasons discussed in Chapter 17, "Traffic and Parking," does not assume the implementation of any of the mitigation measures referred to in the *Hudson Yards FGEIS.*

As discussed in Chapter 17, "Traffic and Parking," area-wide travel patterns and traffic operations in the vicinity of the Development Site have changed significantly since the *Hudson Yards FGEIS*, such that the specific mitigation measures proposed in the *Hudson Yards FGEIS* are no longer appropriate. Also, as discussed in Chapter 17, "Traffic and Parking," the City will carry out an ongoing traffic monitoring program throughout the Hudson Yards area, commencing when substantial new development begins to take place in that area.

If the substantial development assumed in No Build conditions occurs, the City, as part of that monitoring program, would implement measures prior to the 2017 Interim year and 2019 Build year to alleviate resultant traffic congestion at study area intersections. In the event the Proposed Actions are adopted, the City's monitoring program would be expanded to include traffic generated by the Proposed Actions, so that mitigation for the Proposed Actions could be adjusted, and area-wide measures expanded, as necessary, in order to minimize congestion in the study area.

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

- Modification of traffic signal phasing and/or timing;
- Elimination of on-street parking within 150 feet of intersections to add a limited travel lane, known as "daylighting";
- Enforcement of existing parking restrictions to ensure that traffic lanes are available to moving traffic;
- Channelization and lane designation changes to make more efficient use of available street widths; and
- Installation of traffic signals at unsignalized intersections if warranted.

The mitigated traffic operations described in this chapter reflect the implementation of proposed traffic improvements as well as proposed pedestrian mitigation measures described in Section F, "Transit and Pedestrians." The feasibility of these mitigation measures was further assessed, and additional mitigation measures were evaluated, between the DEIS and FEIS. As a result, the number of projected unmitigated intersection impacts was reduced as follows: in 2019, the number of projected unmitigated intersections was reduced from 11 to 10 during the Weekday AM Peak Hour, and from 15 to 13 during the Weekday PM Peak Hour; in 2017, the number of projected unmitigated intersections was reduced from 12 to 10 during the Weekday PM Peak Hour.

Implementation of the traffic engineering improvements described above would require the approval of various agencies, depending upon the jurisdiction and type of mitigation proposed. Approval and/or implementation by the following State and City agencies would be required for each proposed measure:

- Local routes (all locations not along Route 9A) mitigation measures, including signal phasing and/or timing changes, lane re-striping and lane designation changes, and modification of parking regulations: New York City Department of Transportation (NYCDOT) and/or NYPD; and
- Route 9A (i.e., Twelfth Avenue) mitigation measures, including signal phasing and/or timing changes, lane re-and striping and lane designation changes: NYCDOT and New York State Department of Transportation (NYSDOT);
- Enforcement Options: NYPD.

Coordination with each applicable agency would be undertaken in order to implement the proposed mitigation measures. Approval of each proposed mitigation measure would depend upon the applicable agency. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

As summarized in Tables 24-1, 24-2, and 24-3 (see Section H, "Traffic and Parking Tables"), implementation of the proposed mitigation measures would provide mitigation for nearly all of the anticipated traffic impacts in the full Build year in 2019 in the Future with the Proposed Actions, interim 2017 Future with the Proposed Actions, and the 2016 peak construction year.

Of the more than 370 intersection movements evaluated for the 2019 Future with the Proposed Actions condition, 12 intersection movements would have unmitigated significant adverse impacts during the weekday AM peak hour, 3 intersection movements would have unmitigated significant adverse impacts during the weekday midday peak hours, 15 intersection movements would have unmitigated significant adverse impacts during the weekday PM peak hour and 5 intersection movements would have unmitigated significant adverse impacts during the Saturday midday peak hours.

Of the more than 370 intersection movements evaluated for the 2017 Future with the Proposed Actions condition, 10 intersection movements would have unmitigated significant adverse impacts during the weekday AM peak hour, 1 intersection movement would have unmitigated significant adverse impacts during the weekday midday peak hours, 14 intersection movements would have unmitigated significant adverse impacts during the weekday PM peak hour and 3 intersection movements would have unmitigated significant adverse impacts during the Saturday midday peak hours.

Of the more than 70 intersection movements evaluated for the 2016 peak construction year, 6 intersection movements would have unmitigated significant adverse impacts during the weekday AM peak hour, 6 intersection movements would have unmitigated significant adverse impacts during the weekday midday peak hours and 7 intersection movements would have unmitigated significant adverse impacts during the weekday PM peak hour.

In Section H, "Traffic and Parking Tables, Tables 24-4A, 24-4B and 24-4C present approach movements with significant adverse impacts, with the mitigated v/c ratio, delay, LOS, and proposed mitigation measures to be applied for the weekday AM peak hour in 2019. Tables 24-5, 24-6, and 24-7 present the same data for the weekday midday, PM and Saturday midday,

respectively, in 2019. Tables 24-8, 24-9, 24-10 and 24-11 present the same data for the weekday AM, midday, PM and Saturday midday, respectively, in 2017. Tables 24-12, 24-13, and 24-14 present the same data for the weekday AM, midday, and PM, respectively, for the 2016 construction year.

Figures 24-1 through 24-4 present the 2019 Future with the Proposed Actions condition with Mitigation for the weekday AM, weekday midday, weekday PM and Saturday midday peak periods, respectively. Figures 24-5 through 24-8 present the 2017 Future with the Proposed Actions condition with Mitigation for the weekday AM, weekday midday, weekday PM and Saturday midday peak periods, respectively. Figures 24-9 through 24-11 present 2016 Construction Conditions with Mitigation for the weekday AM, weekday midday, and weekday PM peak periods, respectively.

F. TRANSIT AND PEDESTRIANS

In the discussion that follows, mitigation measures, consisting primarily of corner bulb outs, widening cross walks, and relocating plants, are identified that would mitigate, either in part or in whole, the significant adverse pedestrian impacts of the Proposed Actions in 2019 in the Future with the Proposed Action condition and in 2017 in the Future with the Proposed Action condition. These mitigation measures were developed on the basis of an analysis of No Build and Build traffic and pedestrian conditions for the 2019 Build Year and the 2017 Interim year and, for the reasons discussed in Chapter 18, "Transit and Pedestrians," do not assume the implementation of any of the pedestrian mitigation measures referred to in the *Hudson Yards FGEIS.*

THE FUTURE WITH THE PROPOSED ACTIONS—2019

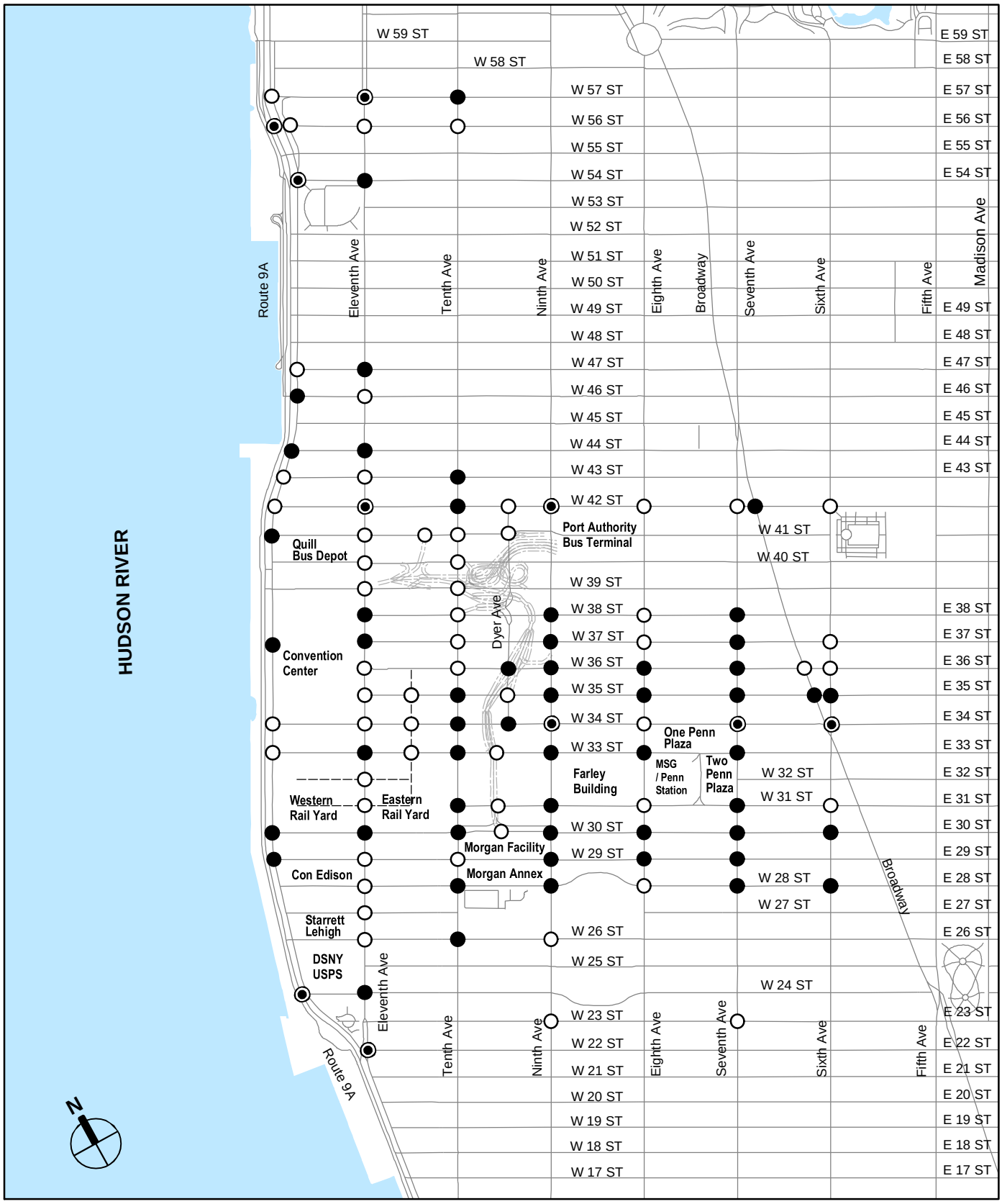
SUBWAY STATIONS

It is anticipated that the southernmost stairway serving the express (A train) platform at the 34th Street-Penn Eighth Avenue subway station (stairway M23/M24 at Control Area N67) will be relocated and widened as part of the proposed Moynihan Project. However, because the Moynihan Project has not yet been fully designed, it is possible that the relocation and widening of the stairway will not be included in that project's final design. If the Moynihan Project does not relocate and widen the stairway, the Proposed Actions would result in a significant adverse impact during the weekday PM peak hour in 2019 that could be mitigated by widening the stairway by a minimum of approximately seven inches. If the stairway is not widened, this impact would remain unmitigated.

BUS ROUTES

Based on development resulting from the Proposed Actions, demand for bus service in the 2019 Future with the Proposed Actions is projected to increase. Table 24-15 (see Section I, "Transit and Pedestrian Tables") presents the anticipated bus passenger demand generated by the Proposed Actions and indicates how many additional buses would be required on each route to meet the additional demand.

As shown in Table 24-15, the following routes would require additional service in meeting the projected demand in 2019 in the Future with the Proposed Actions condition.



No Significant Impact

Mitigated Intersections

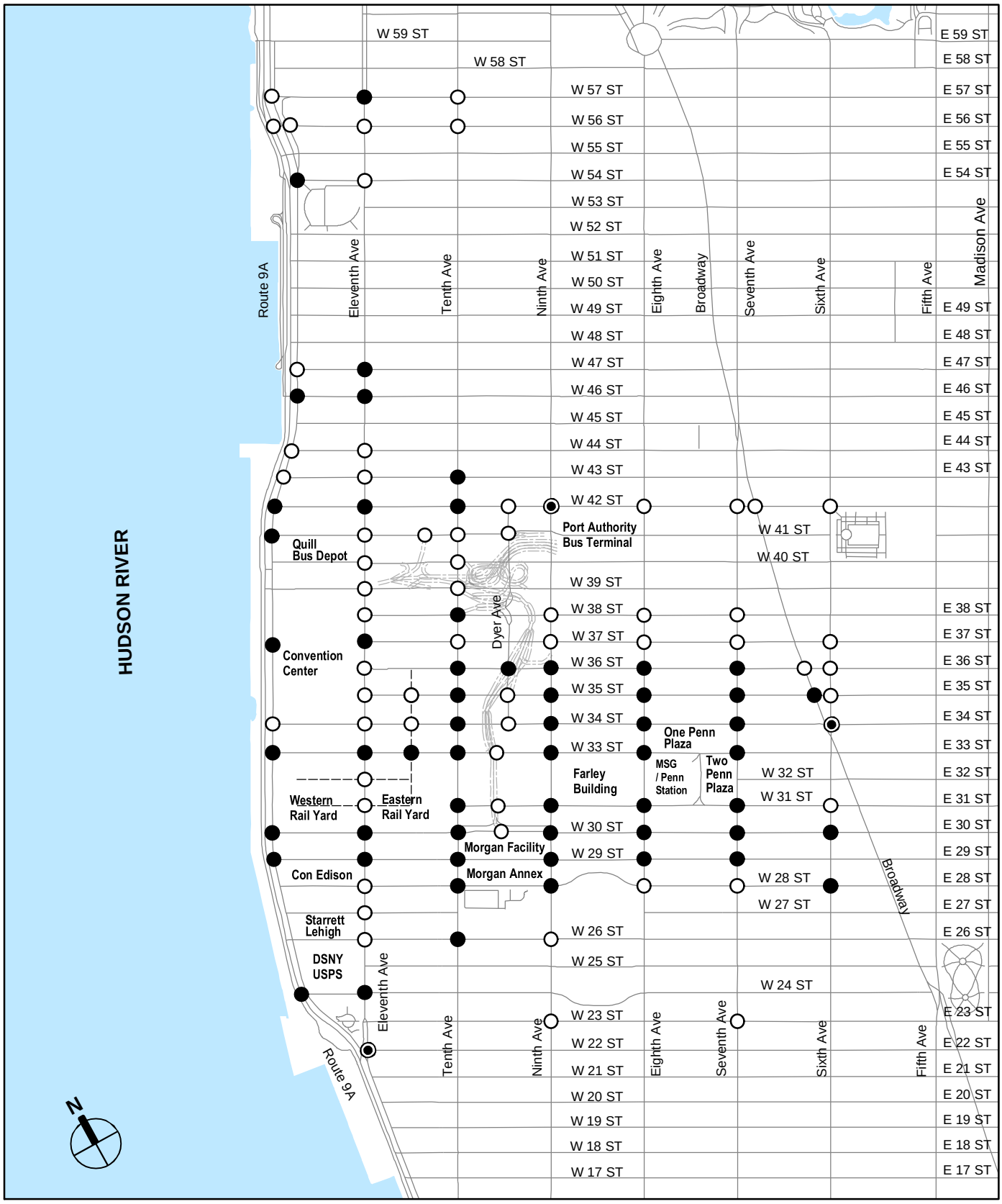
Significant Impact

New Streets (Not to Scale)

WESTERN **RAIL YARD**

2019 Build Conditions With Mitigation (Weekday AM Peak Hour)

Figure 24-1



No Significant Impact

Mitigated Intersections

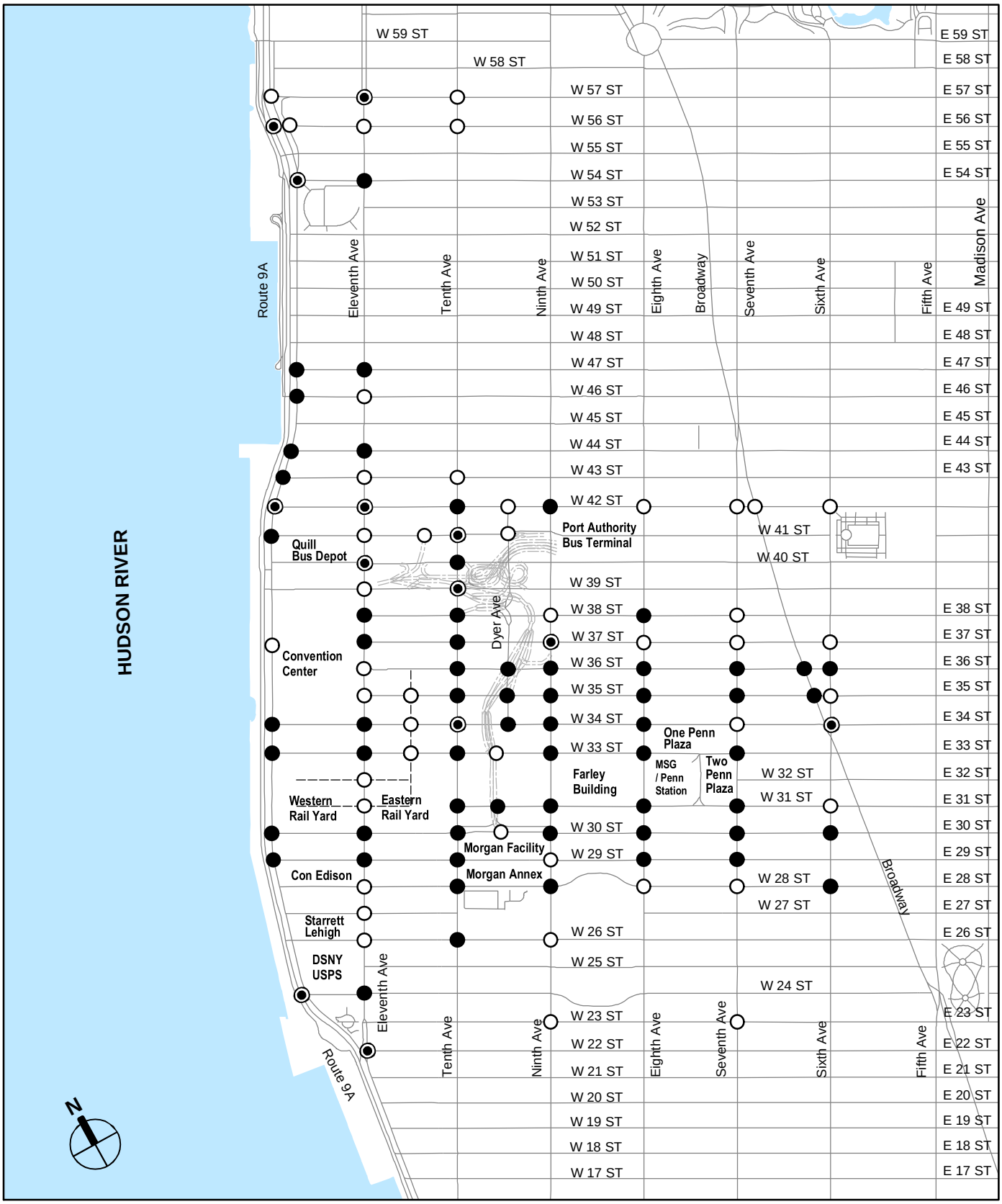
Significant Impact

New Streets (Not to Scale)

WESTERN **RAIL YARD**

2019 Build Conditions With Mitigation (Weekday Midday Peak Hour)

Figure 24-2



○ *No Significant Impact*

● *Mitigated Intersections*

◉ *Significant Impact*

---- *New Streets (Not to Scale)*

WESTERN **RAIL YARD**

2019 Build Conditions With Mitigation (Weekday PM Peak Hour)

Figure 24-3



○ *No Significant Impact*

● *Mitigated Intersections*

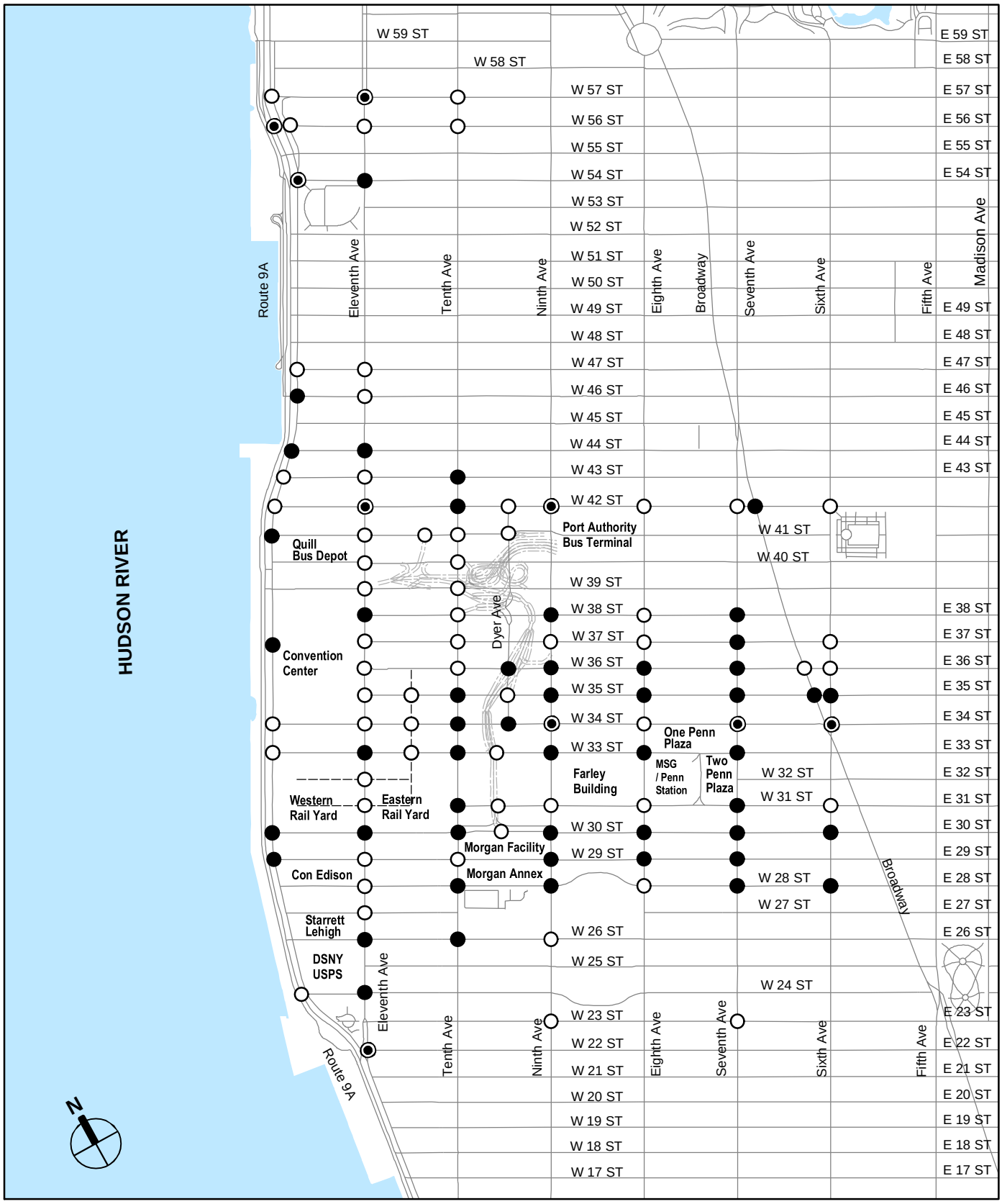
◉ *Significant Impact*

---- *New Streets (Not to Scale)*

WESTERN **RAIL YARD**

2019 Build Conditions With Mitigation (Saturday Midday Peak Hour)

Figure 24-4



○ *No Significant Impact*

● *Mitigated Intersections*

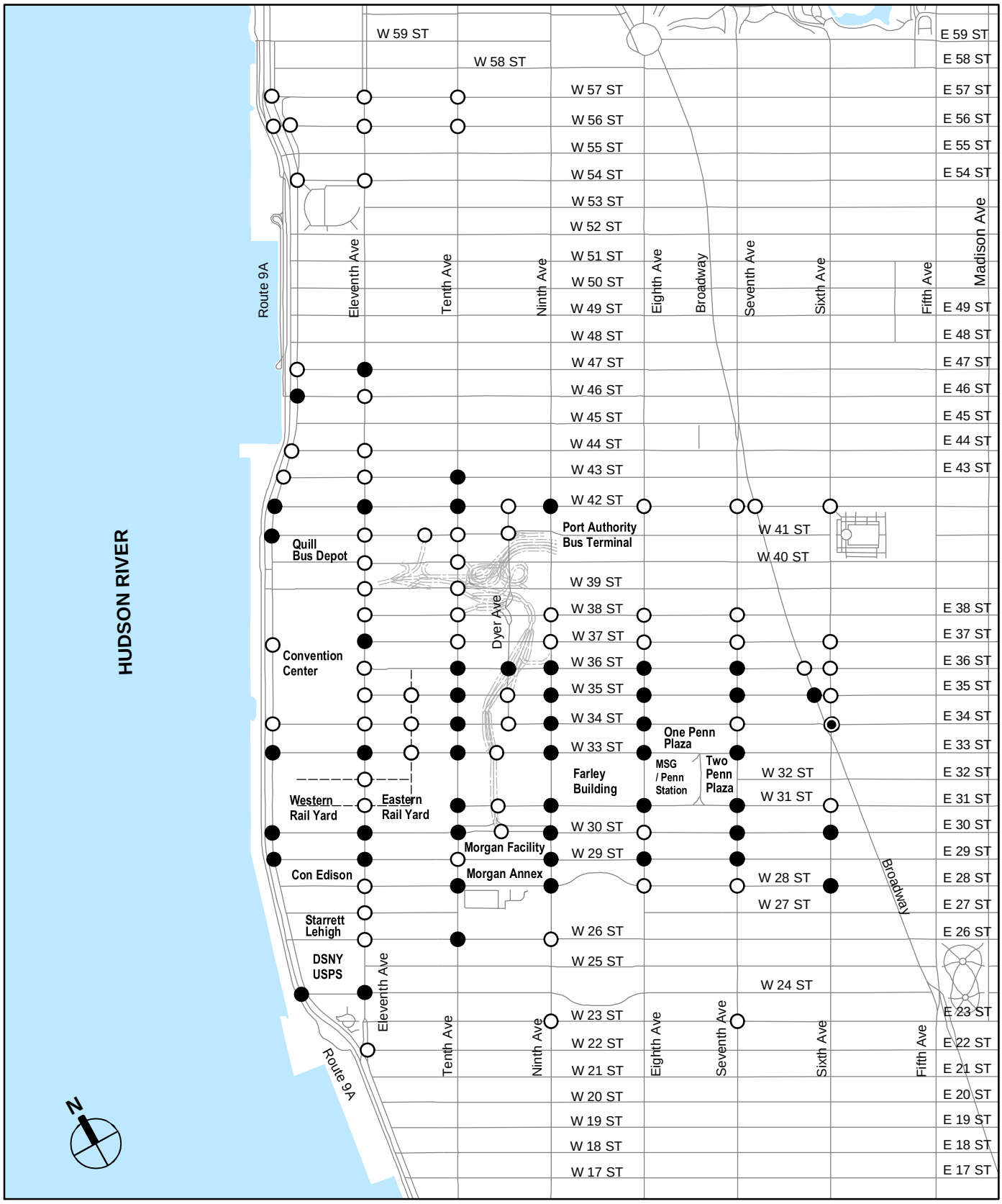
◉ *Significant Impact*

---- *New Streets (Not to Scale)*

WESTERN **RAIL YARD**

2017 Build Conditions With Mitigation (Weekday AM Peak Hour)

Figure 24-5



○ *No Significant Impact*

● *Mitigated Intersections*

◉ *Significant Impact*

---- *New Streets (Not to Scale)*

WESTERN **RAIL YARD**

2017 Build Conditions With Mitigation (Weekday Midday Peak Hour)

Figure 24-6



No Significant Impact

Mitigated Intersections

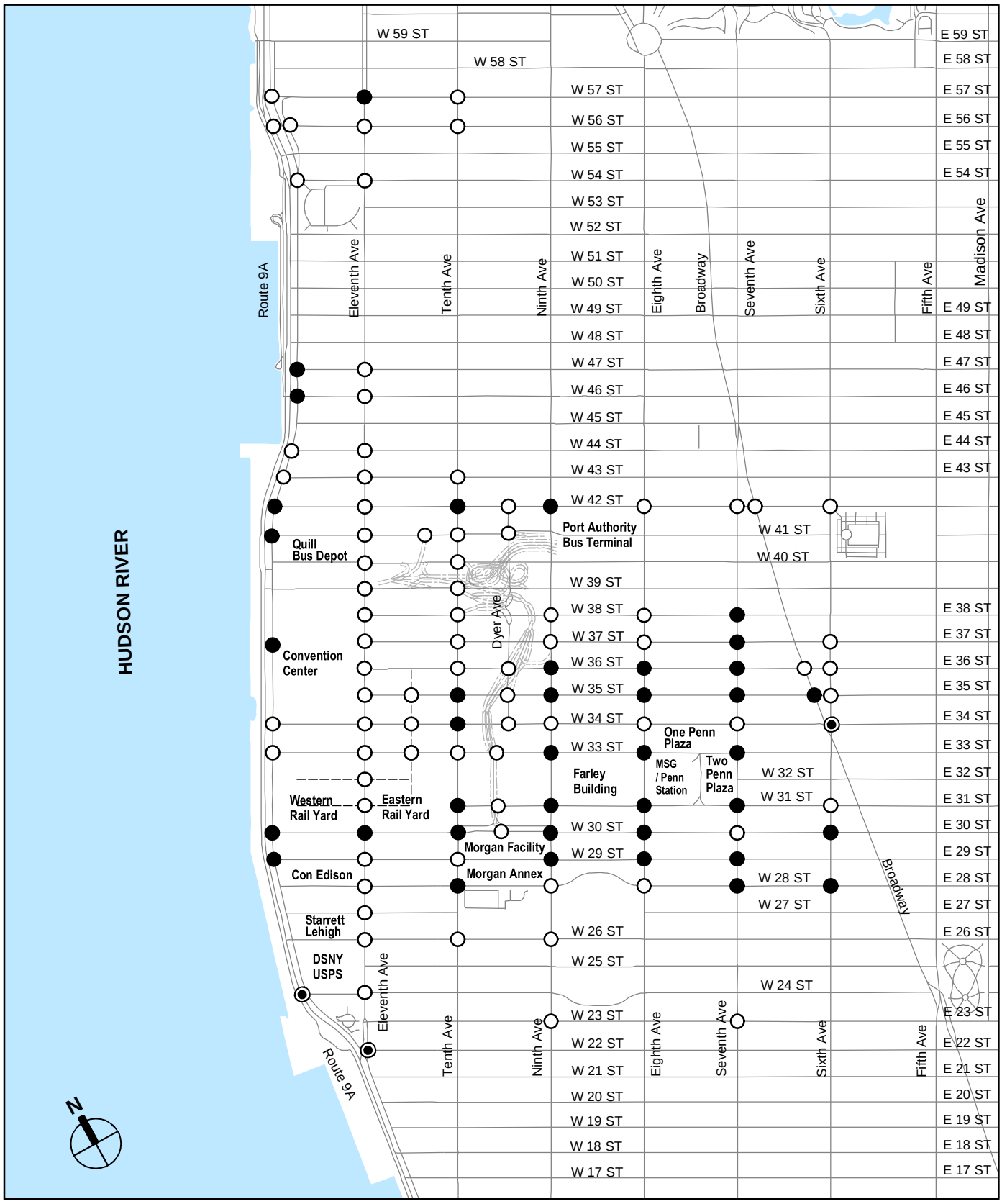
Significant Impact

New Streets (Not to Scale)

WESTERN **RAIL YARD**

2017 Build Conditions With Mitigation (Weekday PM Peak Hour)

Figure 24-7



No Significant Impact

Mitigated Intersections

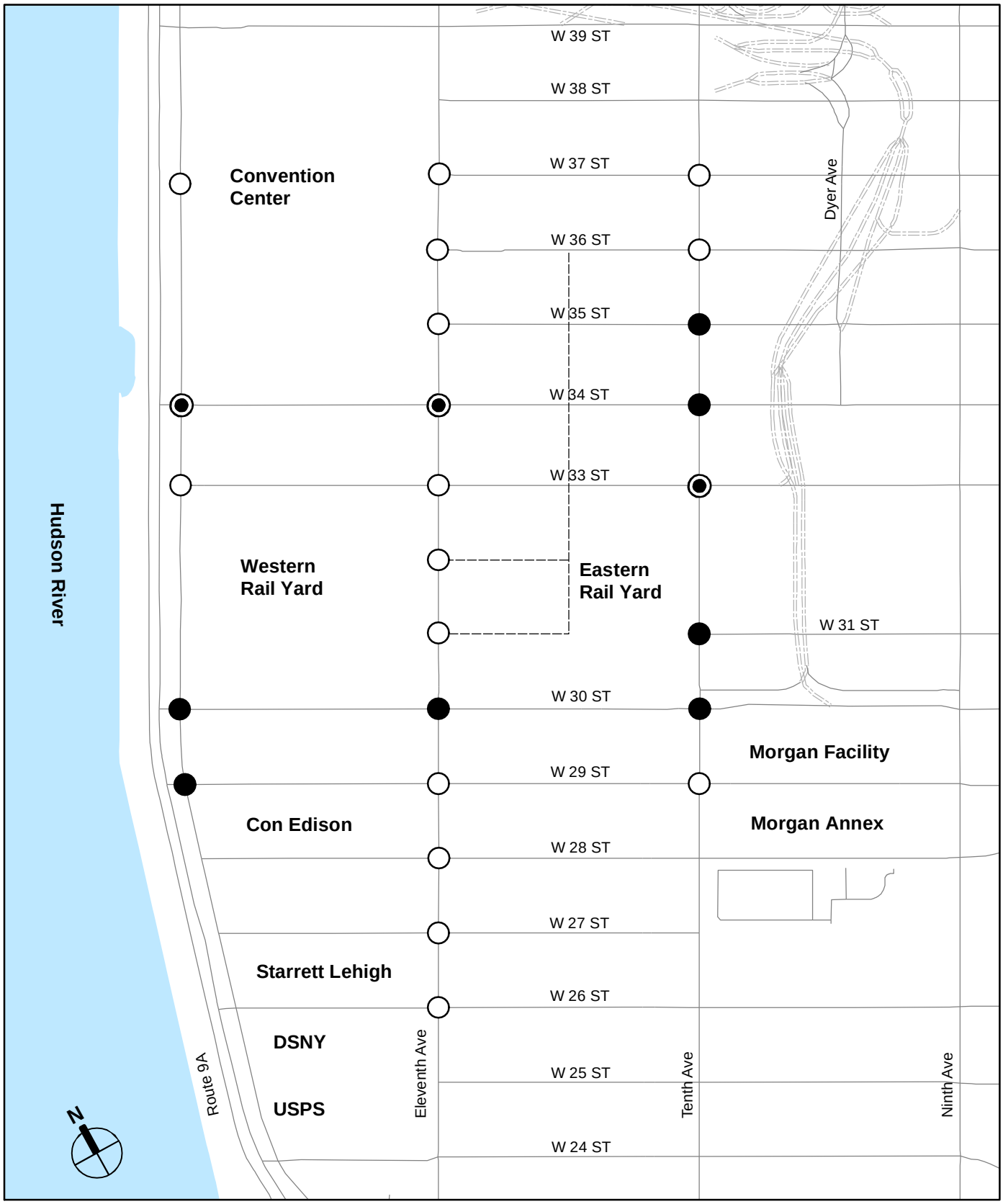
Significant Impact

New Streets (Not to Scale)

WESTERN **RAIL YARD**

2017 Build Conditions With Mitigation (Saturday Midday Peak Hour)

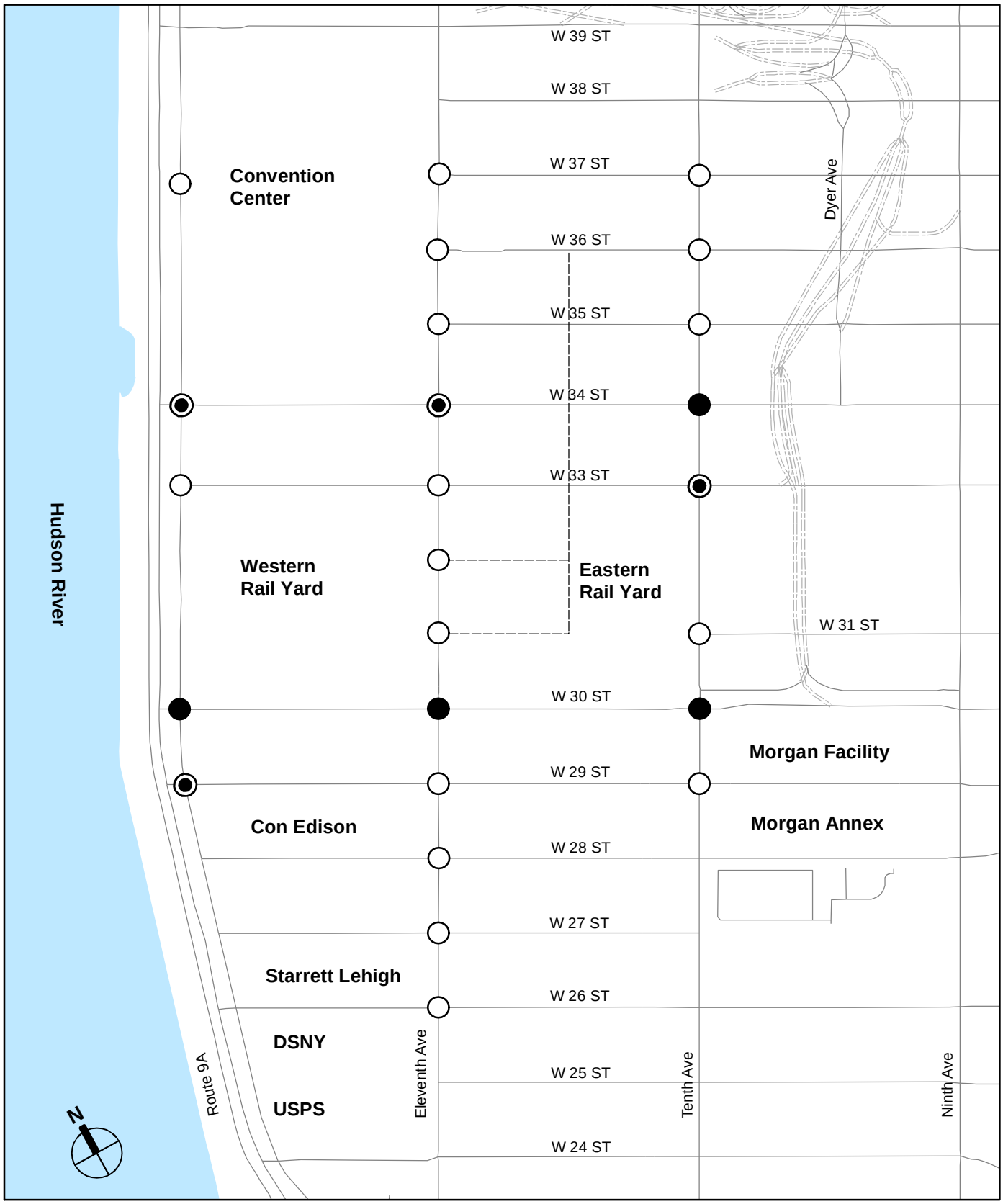
Figure 24-8



2016 Construction Conditions With Mitigation (Weekday AM Peak Hour)

WESTERN **RAIL YARD**

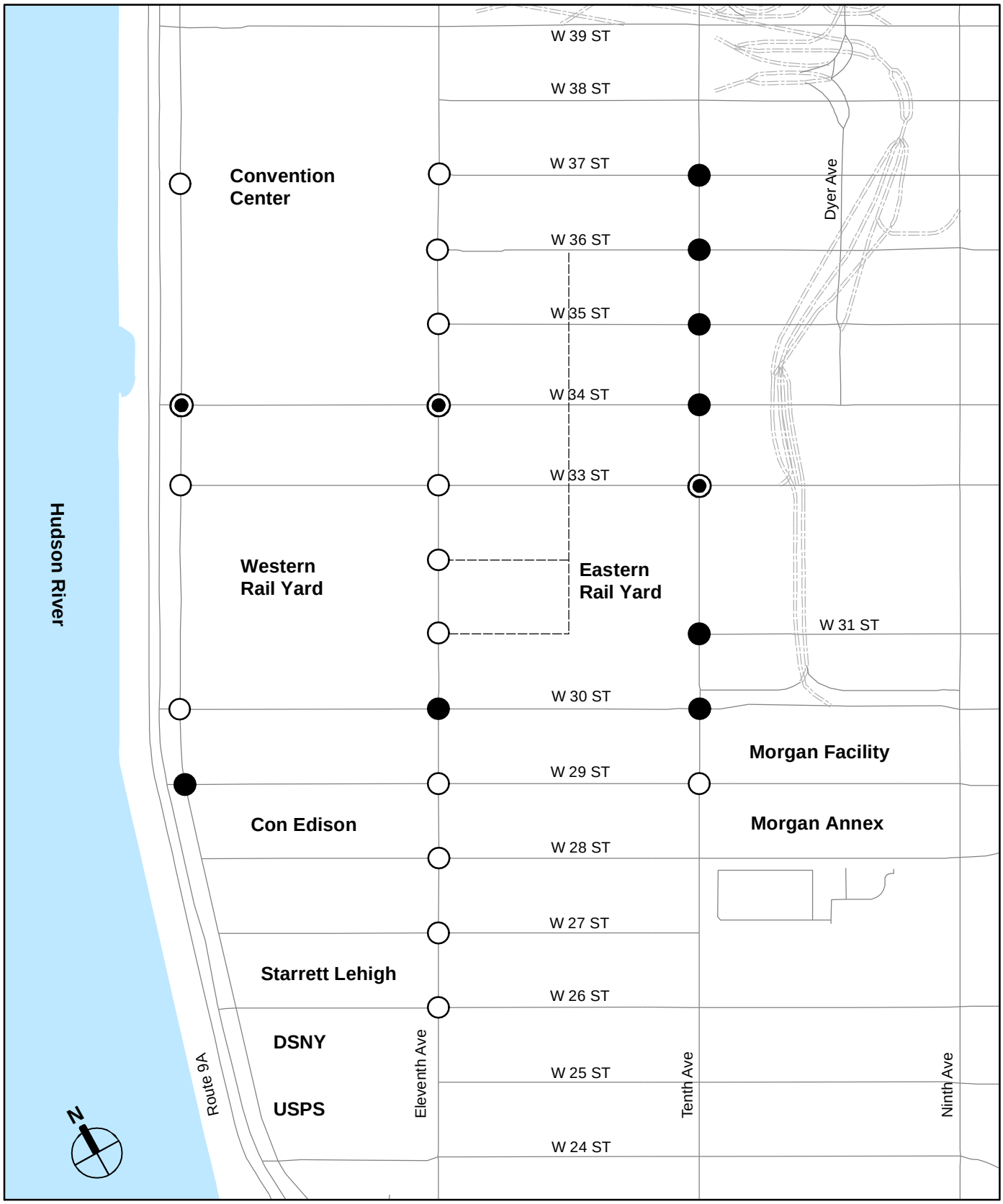
Figure 24-9



2016 Construction Conditions With Mitigation (Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure 24-10



No Significant Impact

Mitigated Intersections

Significant Impact

New Streets (Not to Scale)

2016 Construction Conditions With Mitigation (Weekday PM Peak Hour)

WESTERN **RAIL YARD**

Figure 24-11

- M10/M20 - Two additional regular or articulated buses would be needed to meet the projected demand during both peak hours.
- M11 - Three additional regular buses or two articulated buses would be needed to meet the projected demand during the AM peak hour. Four additional regular buses or three articulated buses would be needed during the PM peak hour.
- M34 - Thirteen additional regular buses or 10 articulated buses would be needed to meet the projected demand during the AM peak hour. A total of 15 additional regular buses or 11 articulated buses would be needed during the PM peak hour.

As mentioned in Chapter 18, "Transit and Pedestrians," New York City Transit's (NYCT) general policy is to provide additional bus service where demand warrants, taking into account financial and operational constraints. Based on NYCT's ongoing passenger monitoring program and as development is implemented throughout the study area, a comprehensive service plan would be generated to respond to specific, known needs with capital and/or operational improvements where fiscally feasible and operationally practicable. NYCT's capital program is developed on a five-year cycle; through this program, expansion of bus services would be provided as needs are determined, subject to operational and financial feasibility.

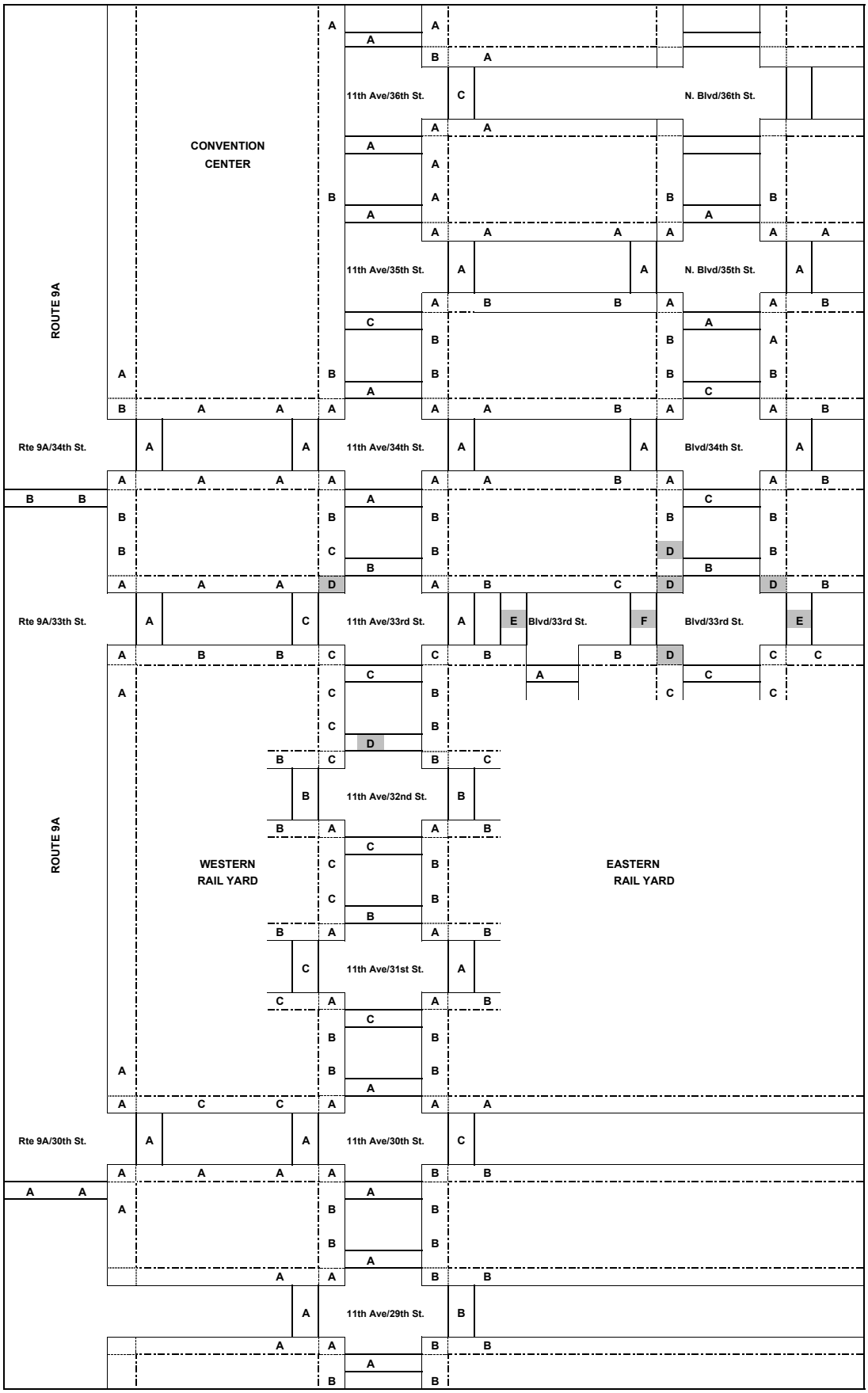
PEDESTRIAN ELEMENTS

The results of the analyses of pedestrian conditions show that demand from the Proposed Actions would significantly adversely impact a total of 2, 1, 5, and 1 sidewalks, 9, 7, 10, and 8 crosswalks, and 13, 7, 12, and 7 corners with completion of the Proposed Actions in 2019 during the weekday AM, midday, PM, and the Saturday peak hours, respectively.

A significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place, or to acceptable levels. For a future without the proposed action condition LOS D, E or F, mitigation back to the future without the proposed action condition is required; for future without the proposed action condition LOS A, B, or C, mitigation to the LOS D/E threshold is required (15 square feet per pedestrian for corners and crosswalks, and 15 pedestrians per foot per minute for sidewalks and midblock locations).

Standard mitigation for projected significant adverse impacts to pedestrian conditions includes relocation or removal of obstacles on sidewalks, construction of wider sidewalks and corners and repainting crosswalks for additional width. Certain pedestrian significant adverse impacts could not be mitigated without causing significant adverse impacts on traffic conditions beyond those identified in the traffic analysis. As part of the Hudson Yards traffic monitoring program, the City will continue, as appropriate, to identify potential improvement measures including those noted above in order to address potential changes associated with other No Build projects that may occur over time.

The sidewalk, corner, and crosswalk LOS results for the 2019 Future with the Proposed Actions condition with Mitigation are presented in Figures 24-12.1 through 24-15.2. Copies of the individual sidewalk, corner, crosswalk analysis tables, and proposed mitigation measures are provided in Appendix E, "Transportation Technical Memos and Analyses." The number of locations with significant adverse impacts for sidewalk, corner, and crosswalk in the 2019 Future with the Proposed Actions condition is summarized in Table 24-16 (see Section I, "Transit and Pedestrian Tables"). Also in Section I, Tables 24-17 through Table 24-19 present the sidewalk,

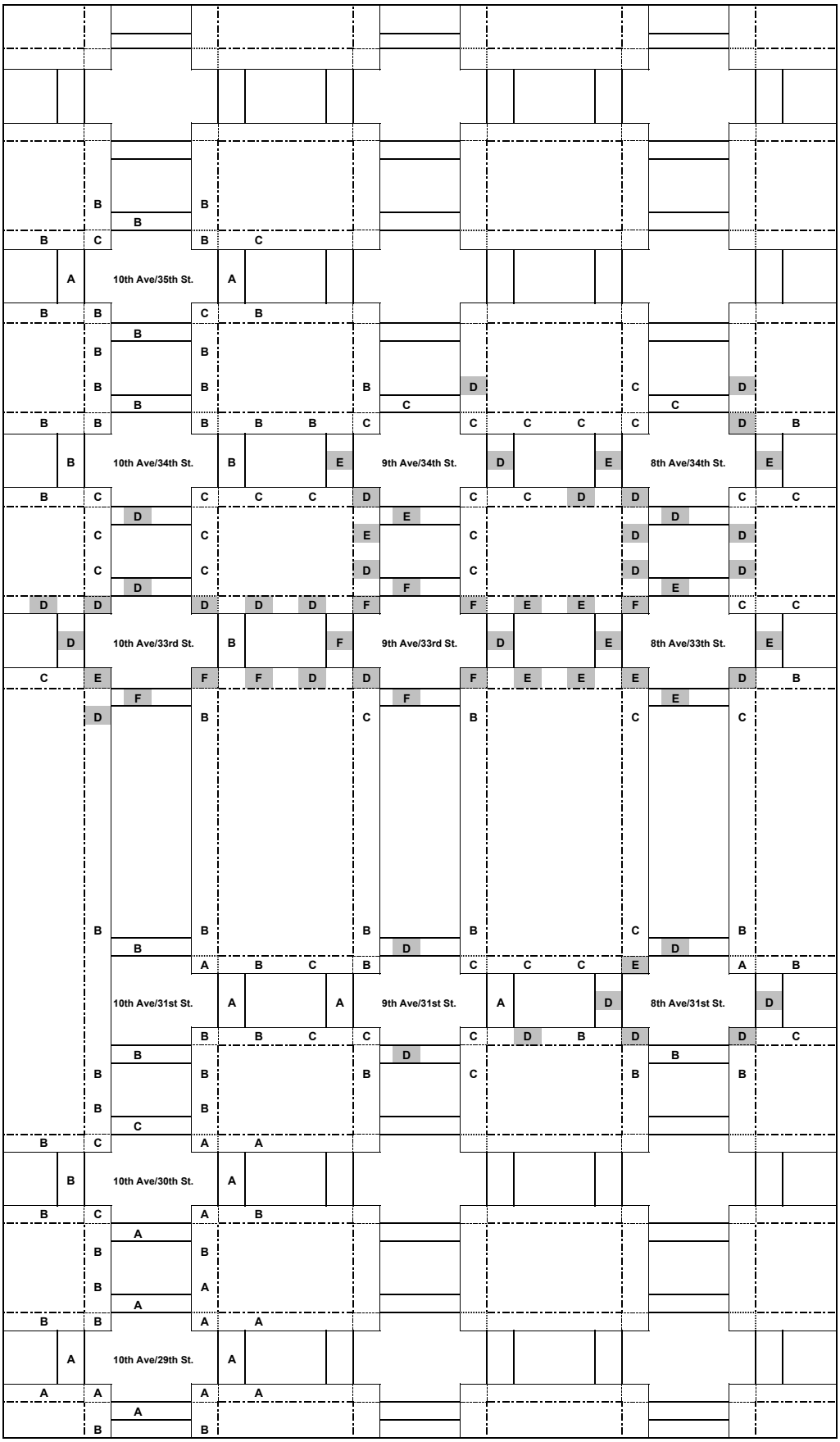


Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - AM Peak
Figure 24-12.1

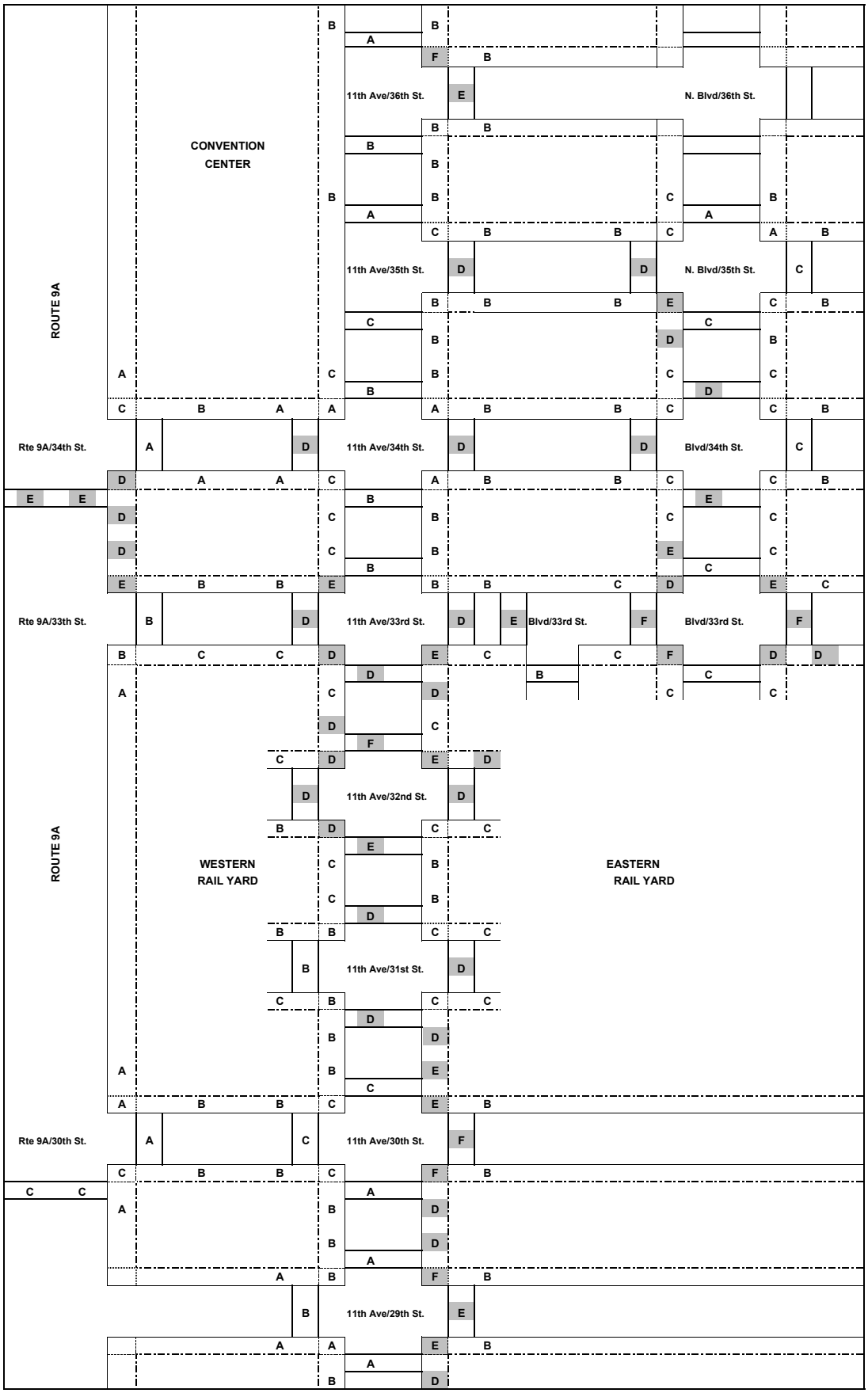
WESTERN **RAIL YARD**



Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - AM Peak
Figure 24-12.2

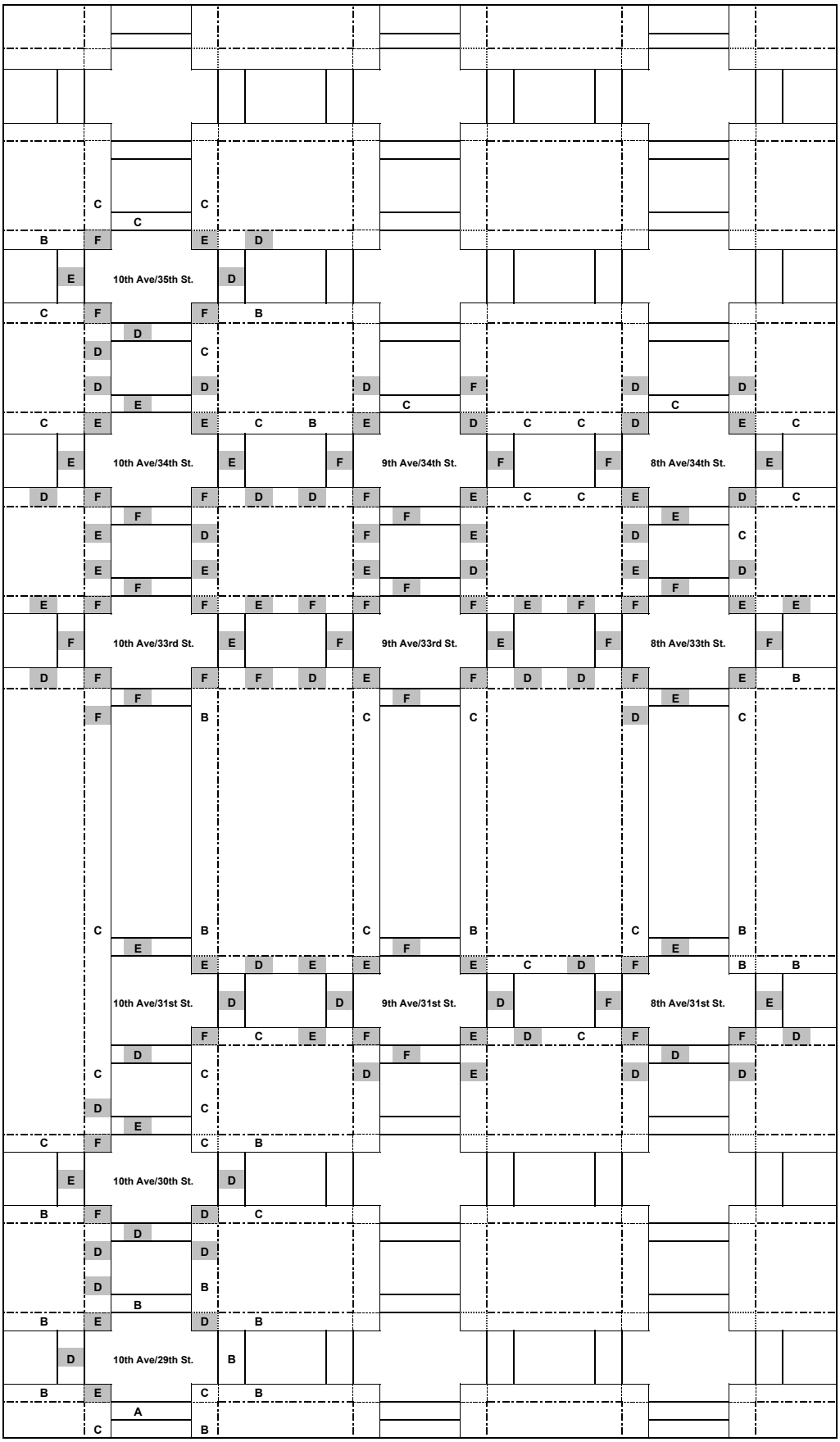


Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - Midday Peak
Figure 24-13.1

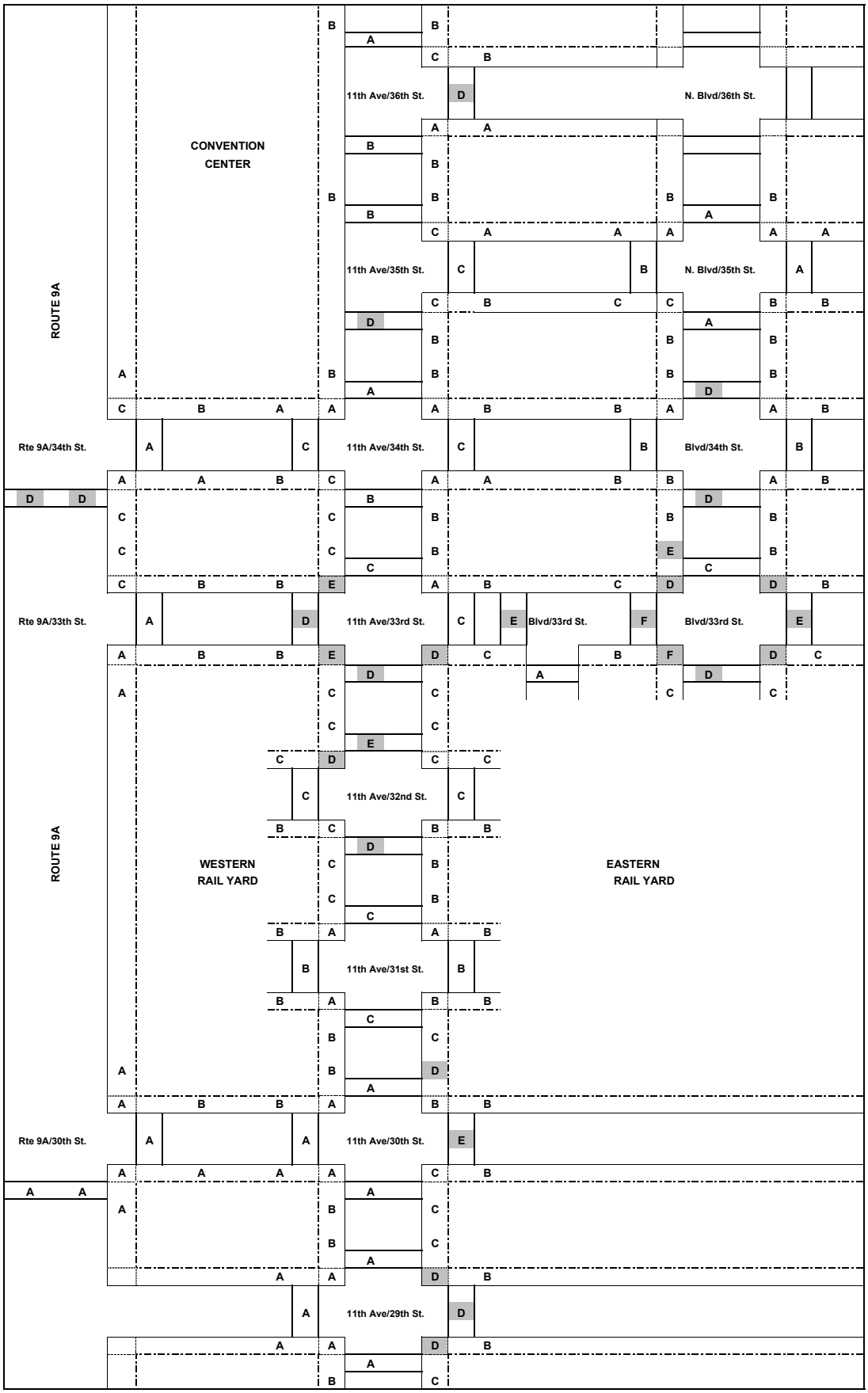
WESTERN **RAIL YARD**



Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - Midday Peak
Figure 24-13.2

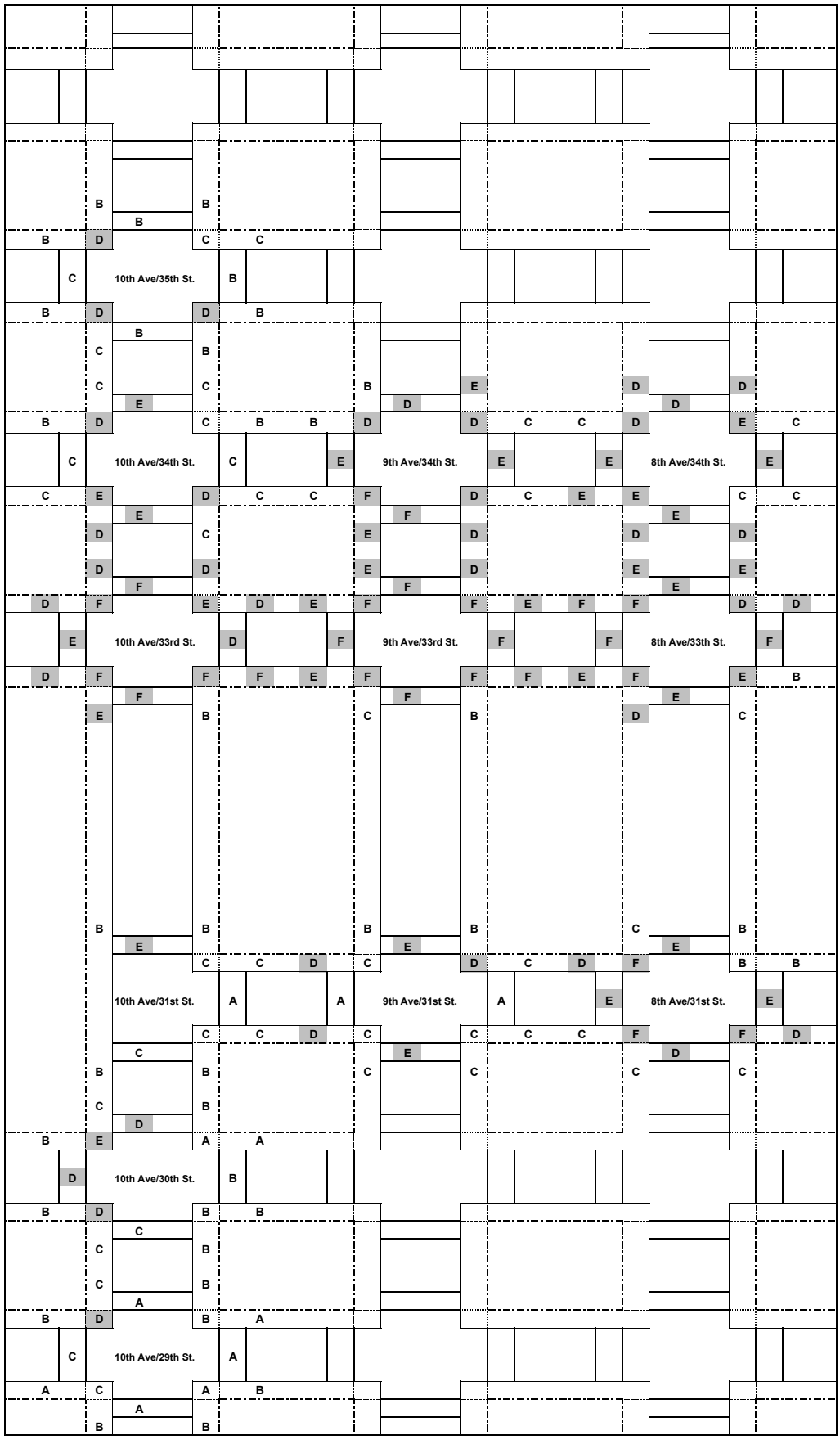


Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - PM Peak
Figure 24-14.1

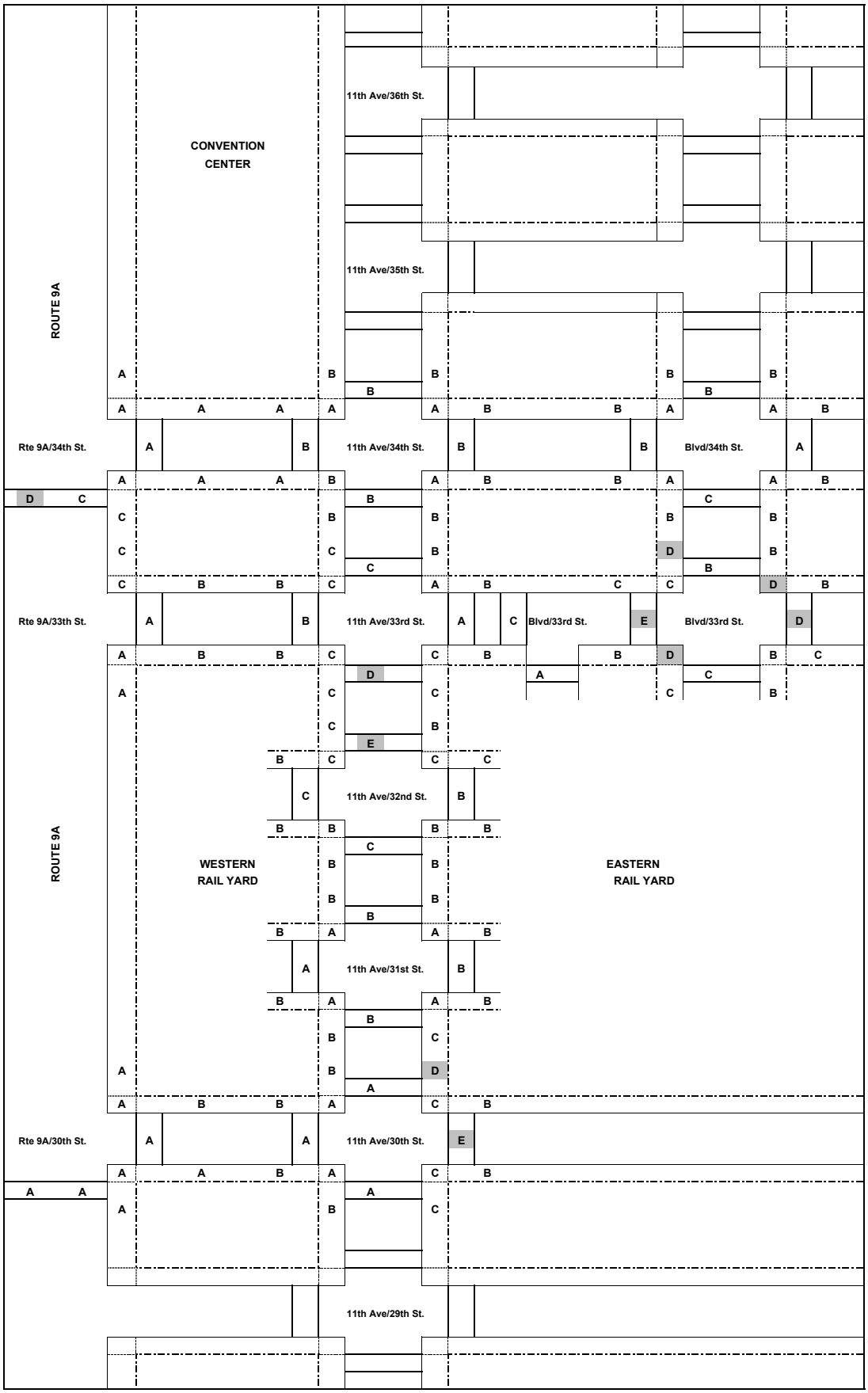
WESTERN **RAIL YARD**



Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - PM Peak
Figure 24-14.2

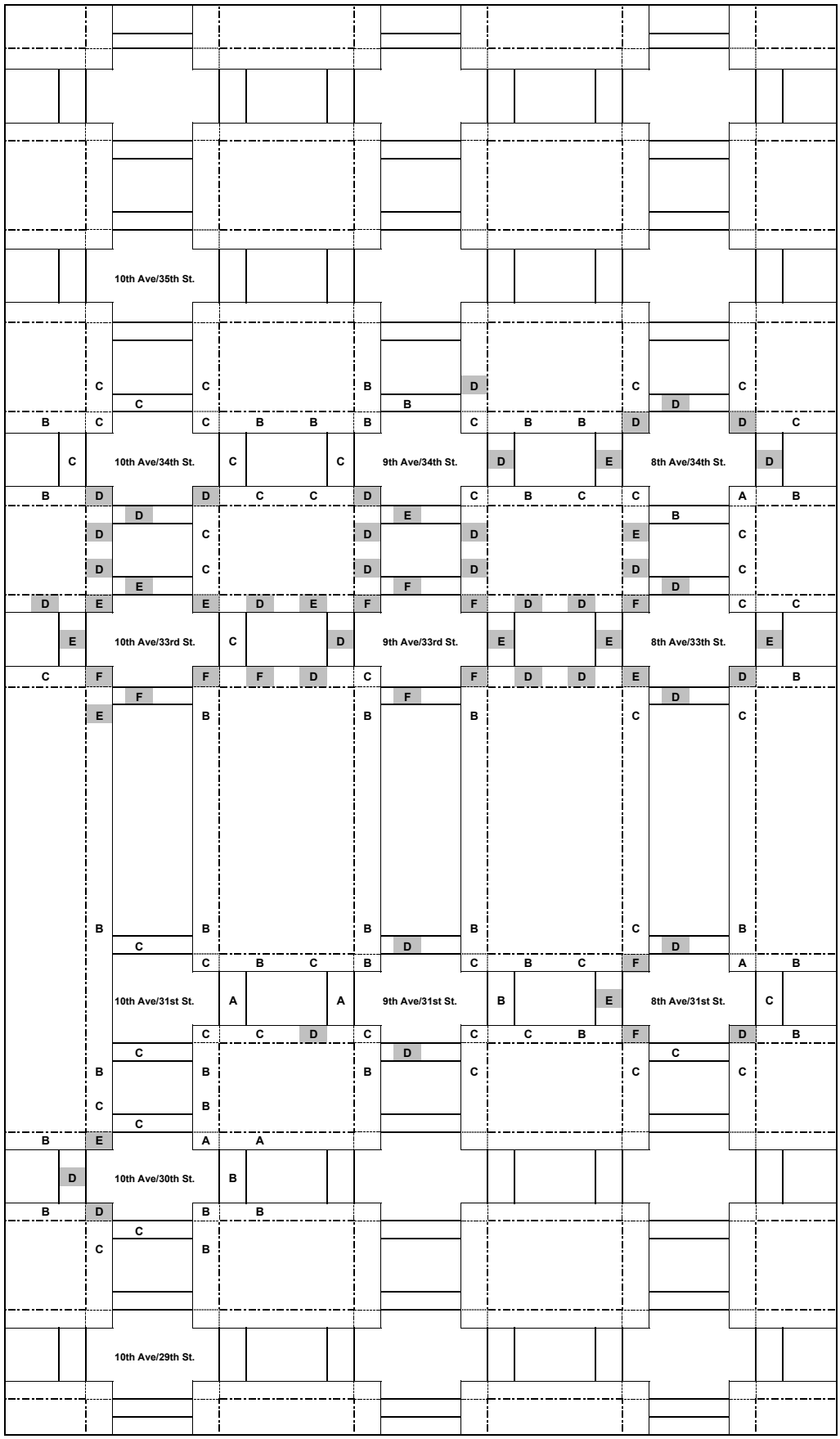


Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - Saturday Midday Peak
Figure 24-15.1

WESTERN **RAIL YARD**



Pedestrian Locations Operating at LOS "D" or Worse

Pedestrian Locations Operating at LOS "D" or Worse are highlighted in gray

Pedestrian LOS
2019 Mitigation Condition - Saturday Midday Peak
Figure 24-15.2

crosswalk, and corner locations that would have significant adverse impacts in 2019 in the Future with the Proposed Actions, proposed mitigation measures, and the effectiveness of the proposed mitigation measure for each location. The following discusses potential mitigation measures for the significant adverse pedestrian impacts identified in Chapter 18, "Transit and Pedestrians."

As demonstrated below, most of the significant adverse impacts could be mitigated through the following pedestrian improvements, including:

- Relocate planters or street vendors at two sidewalk locations on West 33rd Street;
- Create corner bulb outs on the avenue side of five intersections: the southwest corner at the Eighth Avenue and West 33rd Street intersection, the southeast and southwest corners at the Ninth Avenue and West 33rd Street intersection, and at all four corners of the Ninth Avenue and West 31st Street intersection, Tenth Avenue and West 33rd Street intersection, and Eleventh Avenue and West 33rd Street intersection. It should be noted that the proposed bulb out locations have changed from the side streets in the DEIS to the avenues in the FEIS for consistency with the traffic mitigation measures and for consistency with NYCDOT design guidelines for 6-foot bulb outs.
- Widen the crosswalks at 17 impacted crosswalk locations (primarily at intersections along West 31st and West 33rd Streets).

Sidewalks

Of the 188 sidewalk locations at the 26 intersections analyzed for the weekday peak hours and 146 sidewalk locations at the 21 intersections analyzed for the Saturday peak hour, 2 significant adverse sidewalk impacts (at 2 intersections) are anticipated during the AM peak hour, 1 during the midday peak hour, 5 sidewalk locations (at three intersections) during the PM peak hour, and one during the Saturday peak hour. In Section I, Table 24-17 presents the sidewalk locations that are projected to have significant adverse impacts in 2019 in the Future with the Proposed Actions compared to the Future without the Proposed Actions, and the effectiveness of the proposed mitigation measure for each location. Upon incorporation of the mitigation measures, unmitigated adverse impacts would remain at 1 sidewalk location during the AM peak period, 1 sidewalk location during the midday period, 4 sidewalk locations (at three intersections) during the PM peak period, and one sidewalk location during the Saturday midday peak period.

Significant adverse impacts at intersection and sidewalk locations have been identified below including the effectiveness of the proposed mitigation measures.

- Tenth Avenue and West 33rd Street—significant adverse impacts would occur at the south sidewalk (location 4) on West 33rd Street between Ninth and Tenth Avenues during all four peak periods. These impacts would be unmitigated during all four peak periods.
- Ninth Avenue and West 33rd Street—significant adverse impacts would occur at both the north (AM and PM peak periods) and south (PM peak period) sidewalks on West 33rd Street between Eighth and Ninth Avenues (locations 3 and 4). The impacts at the north sidewalk (location 3) would be mitigated through relocation of planters or the street vendor during the AM and PM peak periods. The impact at the south sidewalk (location 4) would be unmitigated during the weekday PM peak period.

- Eighth Avenue and West 33rd Street—significant adverse impacts would occur at both the north and south sidewalks on West 33rd Street between Eighth and Ninth Avenues (locations 7 and 8) during the PM peak period. These impacts would be unmitigated during the weekday PM peak period.

Crosswalks

Of the 95 crosswalks at the 26 intersections analyzed for the weekday peak hours and 73 crosswalks at the 21 intersections analyzed for the Saturday peak hour, 9 significant adverse crosswalk impacts (at 6 intersections) are anticipated during the AM peak hour, 7 crosswalk locations (at 5 intersections) during the midday peak hour, 10 crosswalk locations (at 9 intersections) during the PM peak hour, and 8 crosswalk locations (at 6 intersections) during the Saturday peak hour. In Section I, "Transit and Pedestrian Tables," Table 24-18 presents the crosswalk locations that are projected to have significant adverse impacts in 2019 in the Future with the Proposed Actions, and the effectiveness of the proposed mitigation measure for each location.

Upon incorporation of the mitigation measures, unmitigated adverse impacts would remain at 2 crosswalk locations (at 2 intersections) during the AM peak period, 6 crosswalk locations (at 5 intersections) during the midday peak period, 3 crosswalk locations at 3 intersections during the PM peak period, and 1 crosswalk location at 1 intersection during the Saturday midday peak period. In addition, unmitigated significant adverse impacts would occur at 3 crosswalk locations (at 2 intersections) during the midday peak period due to changes in signal timing as part of traffic mitigation measures.

Significant adverse impacts at intersection and crosswalk locations have been identified below including the effectiveness of the proposed mitigation measures.

- Route 9A and West 34th Street—significant adverse impacts would occur at the south (east) and south (west) crosswalks during the midday peak period. These impacts would be mitigated through crosswalk widening.
- Eleventh Avenue and West 33rd Street—significant adverse impacts would occur at the south crosswalk during the AM, midday, and PM peak periods. These impacts would be mitigated through a change in signal timing as part of traffic mitigation.
- Eleventh Avenue and West 30th Street—significant adverse impacts would occur at the east crosswalk during the weekday PM and Saturday peak periods. These impacts would be mitigated through a crosswalk widening.
- Tenth Avenue and West 33rd Street—significant adverse impacts would occur at the north (AM peak period), south (AM, PM, and Saturday peak periods), and west (PM and Saturday peak periods) crosswalks. The north and west crosswalk impacts would be mitigated through crosswalk widening. The south crosswalk would remain unmitigated during the weekday AM peak period, although a crosswalk widening at this location is proposed. However, crosswalks widening at this location would mitigate the significant adverse impacts during other peak periods.
- Tenth Avenue and West 31st Street—significant adverse impacts would occur at the north (PM peak period) and south (midday peak period) crosswalks. These impacts would be mitigated through crosswalk widening and a change in signal timing as part of traffic mitigation.

- Ninth Avenue and West 33rd Street—significant adverse impacts would occur at the south and west crosswalks during the Saturday peak period. These impacts would be mitigated through a change in signal timing as part of traffic mitigation.
- Ninth Avenue and West 31st Street—significant adverse impacts would occur at the north (AM peak period) and south (AM and PM peak periods) crosswalks. These impacts would be mitigated through crosswalk widening.
- Eighth Avenue and West 33rd Street—significant adverse impacts would occur at the east (AM peak period) and south (AM, PM, and Saturday peak periods) crosswalks. These impacts would be mitigated through crosswalk widening.
- Boulevard and West 33rd Street—significant adverse impacts would occur at the west crosswalk during the AM, PM, and Saturday peak periods. These impacts would be mitigated through a crosswalk widening during the weekday AM and Saturday peak periods and would remain unmitigated in the PM peak period.
- Boulevard and West 33rd Street (West)—significant adverse impacts would occur at the west crosswalk during the AM, midday, and PM peak periods. These impacts would be unmitigated.
- Eleventh Avenue and West 32nd Street—significant adverse impacts would occur at the north (midday, PM, and Saturday peak periods) and south (midday peak period) crosswalks. These impacts would be unmitigated.

In addition, the following crosswalk locations would result in significant adverse impacts due to changes in traffic signal timing as part of the measures to mitigate traffic impacts. Tenth Avenue and West 34th Street—significant adverse impacts would occur at the east and west crosswalks during the midday peak period. These impacts would be unmitigated.

- Ninth Avenue and West 34th Street –significant adverse impacts would occur at the east and west crosswalks during the AM peak period. These impacts would be mitigated through crosswalk widening.
- Ninth Avenue and West 31st Street—significant adverse impacts would occur at the east and west crosswalks during the midday peak period. These impacts would be mitigated through crosswalk widening.
- Eighth Avenue and West 33rd Street—a significant adverse impact would occur at the north crosswalk during the AM peak period. These impacts would be mitigated through crosswalk widening.
- Tenth Avenue and West 35th Street—a significant adverse impact would occur at the west crosswalk during the midday peak period. These impacts would be unmitigated.

Corners

Of the 90 corners at the 26 intersections analyzed for the weekday peak hours and 70 corners at the 21 intersections analyzed for the Saturday peak hour, 13 significant adverse corner impacts (at 5 intersections) are anticipated during the AM peak hour, 7 corner locations (at 4 intersections) during the midday peak hour, 12 corner locations (at 6 intersections) during the PM peak hour, and 7 corner locations (at 3 intersections) during the Saturday peak hour. In Section I, "Transit and Pedestrian Tables," Table 24-19 presents the corner locations that are projected to have significant adverse impacts in 2019 in the Future with the Proposed Actions,

and the effectiveness of the proposed mitigation measure for each location. Upon incorporation of the mitigation measures, unmitigated adverse impacts would remain at 1 corner location during the AM peak period, 5 corner locations at 4 intersections during the midday peak period, 3 corner locations (at 2 intersections) during the PM peak period, and no corner locations during the Saturday midday peak period. In addition, unmitigated significant adverse impacts would occur at 2 corner locations (at 2 intersections) during the midday peak period due to changes in signal timing as part of traffic mitigation measures.

Significant adverse impacts at intersection and corner locations have been identified below including the effectiveness of the proposed mitigation measures.

- Eleventh Avenue and West 33rd Street—significant adverse impacts would occur at the southeast, southwest, and northwest corners during all four peak periods. Bulb outs at all corners would mitigate most of the impacts except the northwest corner during the weekday midday peak period and the southwest and northwest corners during the weekday PM peak period.
- Eleventh Avenue and West 30th Street—a significant adverse impact would occur at the northeast corner during the midday peak period. This impact would be unmitigated
- Tenth Avenue and West 33rd Street—significant adverse impacts would occur at the northeast (AM, PM, and Saturday peak periods), southeast (AM, PM, and Saturday peak periods), southwest (AM, PM, and Saturday peak periods), and northwest (AM peak period) corners. These impacts would be mitigated with the addition of bulb outs at all corners.
- Ninth Avenue and West 33rd Street—significant adverse impacts would occur at the northeast (AM peak period), southeast (AM and Saturday peak periods), and southwest (AM and PM peak periods) corners. A bulb out would be added at all three corner locations. As a result of the bulb outs, the impacts at the southeast and southwest corners would be mitigated and the northeast corner would remain unmitigated during the weekday AM peak period.
- Ninth Avenue and West 31st Street—significant adverse impacts would occur at the northeast (AM peak period), southeast (PM peak period), southwest (AM and PM peak periods), and northwest (PM peak period) corners. These impacts would be mitigated through the addition of bulb outs at all corners.
- Eighth Avenue and West 33rd Street—significant adverse impacts would occur at the southeast corner during the PM peak period and the southwest corner during the AM peak period. The southeast corner would be mitigated through relocation of planters closer to the building in the vicinity of this corner. The southwest corner would be mitigated through the addition of a bulb out.
- Boulevard and West 33rd Street—significant adverse impacts would occur at the northeast corner during the weekday midday peak period and at the southwest corner during the weekday midday and PM peak periods. These impacts would be unmitigated.
- Eleventh Avenue and West 32nd Street—a significant adverse impact would occur at the northeast corner during the midday peak period. This impact would be unmitigated.

In addition, the following corner locations would result in significant adverse impacts due to changes in traffic signal timing as part of the measures to mitigate traffic impacts. These impacts would be unmitigated.

- Tenth Avenue and West 34th Street—a significant adverse impact would occur at the northwest corner during the midday peak period.
- Tenth Avenue and West 35th Street—a significant adverse impact would occur at the northwest corner during the midday peak period.

THE FUTURE WITH THE PROPOSED ACTIONS—2017

SUBWAY STATIONS

It is anticipated that the southernmost stairway serving the express (A train) platform at the 34th Street-Penn Eighth Avenue subway station (stairway M23/M24 at Control Area N67) will be relocated and widened as part of the proposed Moynihan Project. However, because the Moynihan Project has not yet been fully designed, it is possible that the relocation and widening of the stairway will not be included in that project's final design. If the Moynihan Project does not relocate and widen the stairway, the Proposed Actions would result in a significant adverse impact during the weekday PM peak hour in 2017 that could be mitigated by widening the stairway by a minimum of approximately five inches. If the stairway is not widened, this impact would remain unmitigated.

BUS ROUTES

As presented in Table 24-20 in Section I, "Transit and Pedestrian Tables," the additional bus service required to accommodate demand in 2017 in the Future with the Proposed Actions would be less than that required in 2019 in the Future with the Proposed Actions. During the AM peak period, the 2017 Future with the Proposed Actions condition would require the same number of regular or articulated bus than the 2019 Future with the Proposed Actions condition on northbound M10/M20, one fewer regular or articulated bus on the southbound M10/M20, one fewer regular bus or the same number of articulated bus on the northbound M11, the same number of regular or articulated bus on the southbound M11, two fewer regular buses or one fewer articulated on the eastbound M34/M16, and the same number of regular buses or one fewer articulated on the westbound M34/M16.

During the PM peak period, the 2017 Future with the Proposed Actions condition would require the same number of regular or articulated bus than the 2019 Future with the Proposed Actions condition on the northbound M10/M20, one fewer regular or articulated bus on the southbound M10/M20, the same number of regular or articulated buses on the northbound M11, one fewer regular bus or the same number of articulated bus on the southbound M11, and one fewer regular or articulated bus on the eastbound M34/M16, and two fewer regular or articulated bus on the westbound M34/M16. Thus, bus service would need to increase under the 2017 Future with the Proposed Actions condition, but to a lesser degree than the 2017 Future with the Proposed Actions condition.

Buses on the M11 and M34/M16 routes would need to be converted to articulated service under both the 2017 Future with the Proposed Actions condition and the 2019 Future with the Proposed Actions condition to accommodate future passenger demand. It is NYCT policy to increase bus service to accommodate rider demand, and thus no significant adverse impacts to bus service would occur under the 2017 Future with the Proposed Actions condition or the 2019 Future with the Proposed Actions condition.

PEDESTRIAN ELEMENTS

The sidewalk, corner, and crosswalk LOS results in 2017 in the Future with the Proposed Actions condition with Mitigation are provided in Appendix E, "Transportation Technical Memos and Analyses." The projected number of unmitigated significant adverse impacts for the 2017 Future with the Proposed Actions condition were compared with the 2019 Future with the Proposed Actions condition and provided in Table 24-21 (see Section I, "Transit and Pedestrian Tables"). For all four peak periods analyzed, the 2017 Future with the Proposed Actions condition would have a total of 10 (3 sidewalks, 2 crosswalks, and 5 corners) fewer unmitigated significant adverse pedestrian impacts (30 for 2019 and 20 for 2017) compared to the 2019 Future with the Proposed Actions condition.

In Section I, "Transit and Pedestrian Tables," Tables 24-22 through Table 24-24 present the sidewalk, crosswalk, and corner locations that would have significant adverse impacts in the 2017 Future with the Proposed Actions, proposed mitigation measures, and the effectiveness of the proposed mitigation measure for each location. The 2017 Future with the Proposed Actions condition would have a total of 4 (1 for the AM peak hour, zero for the midday peak hour, 3 for the PM peak hour, and zero for the Saturday peak hour) sidewalk unmitigated significant adverse impacts, which would be 3 (same, 1, 1, and 1) fewer impacts than the 7 (1, 1, 4, and 1) impacts projected for the 2019 Future with the Proposed Actions condition during the weekday AM, midday, PM, and Saturday peak hours, respectively. The 2017 Future with the Proposed Actions condition is projected to have a total of 10 (3, 4, 2, and 1) crosswalk unmitigated significant adverse impacts, 2 (1 more, 2, 1, and zero) fewer impacts as compared with the 12 (2, 6, 3, and 1) impacts projected for the 2019 Future with the Proposed Actions condition. The 2017 Future with the Proposed Actions condition is projected to have a total of 6 (1, 3, 2, and zero) corner unmitigated significant adverse impacts, 5 (zero, 4, 1, and zero) fewer impacts as compared with the 11 (1, 7, 3, and zero) impacts projected for the 2019 Future with the Proposed Actions condition.

The following discusses potential mitigation measures for the pedestrian significant adverse impacts identified for the 2017 Future with the Proposed Actions condition in Chapter 18, "Transit and Pedestrians."

Sidewalks

Significant adverse impacts at intersection and sidewalk locations have been identified below including the effectiveness of the proposed mitigation measures.

- Tenth Avenue and West 33rd Street—significant adverse impacts would occur at the south sidewalk (location 4) on West 33rd Street between Ninth and Tenth Avenues during the AM and PM peak periods. These impacts would be unmitigated.
- Ninth Avenue and West 33rd Street—significant adverse impacts would occur at both the north (AM and PM peak periods) and south (PM peak period) sidewalks on West 33rd Street between Eighth and Ninth Avenues (locations 3 and 4). The impacts at the north sidewalk (location 3) would be mitigated through relocation of planters or the street vendor. The impact at the south sidewalk (location 4) would remain unmitigated.
- Eighth Avenue and West 33rd Street—significant adverse impacts would occur at the south sidewalk on West 33rd Street between Eighth and Ninth Avenues (location 8) during the PM peak period. These impacts would be unmitigated.

Crosswalks

Significant adverse impacts at intersection and crosswalk locations have been identified below including the effectiveness of the proposed mitigation measures.

- Eleventh Avenue and West 33rd Street—significant adverse impacts would occur at the south crosswalk during the AM, midday, and PM peak periods. These impacts would be mitigated through a crosswalk widening.
- Tenth Avenue and West 34th Street—significant adverse impacts would occur at the north crosswalk during the PM peak period and the south crosswalk during the AM peak period. These impacts would be mitigated through a crosswalk widening.
- Tenth Avenue and West 33rd Street—significant adverse impacts would occur at the north (AM peak period) and south (AM and PM peak periods) crosswalks. The north crosswalk impact would be mitigated through crosswalk widening. The south crosswalk would remain unmitigated during the weekday AM peak period, although a crosswalk widening at this location is proposed. However, crosswalks widening at this location would mitigate the significant adverse impacts during the PM peak period.
- Tenth Avenue and West 31st Street—significant adverse impacts would occur at the north (PM peak period) and south (midday peak period) crosswalks. These impacts would be mitigated through crosswalk widening.
- Eighth Avenue and West 33rd Street—significant adverse impacts would occur at the south crosswalk during the AM and PM peak periods. These impacts would be mitigated through crosswalk widening.
- Eleventh and West 35th Street—significant adverse impacts would occur at the south crosswalk during the PM peak period. This impact would be mitigated through crosswalk widening.
- Boulevard and West 33rd Street—significant adverse impacts would occur at the west crosswalk during the AM and PM peak periods. These impacts would be unmitigated.
- Boulevard and West 33rd Street (West)—a significant adverse impact would occur at the west crosswalk during the AM peak period. This impact would be unmitigated.
- Eleventh Avenue and West 32nd Street—significant adverse impacts would occur at the north crosswalk during the midday, PM, and Saturday peak periods. These impacts would be unmitigated.

In addition, the following crosswalk locations would result in significant adverse impacts due to changes in traffic signal timing as part of the measures to mitigate traffic impacts.

- Tenth Avenue and West 34th Street—significant adverse impacts would occur at the east and west crosswalks during the midday peak period. These impacts would be unmitigated.
- Ninth Avenue and West 34th Street –significant adverse impacts would occur at the east and west crosswalks during the AM peak period. These impacts would be mitigated through crosswalk widening.
- Ninth Avenue and West 31st Street—significant adverse impacts would occur at the east and west crosswalks during the midday peak period. This impact would be mitigated through crosswalk widening.

- Tenth Avenue and West 35th Street—a significant adverse impact would occur at the west crosswalk during the midday peak period. This impact would be unmitigated.

Corners

Significant adverse impacts at intersection and corner locations have been identified below including the effectiveness of the proposed mitigation measures.

- Eleventh Avenue and West 33rd Street—significant adverse impacts would occur at the southeast and southwest corners during the weekday AM, midday, and PM peak periods and the northwest corner during the AM, midday, PM, and Saturday periods. Bulb outs at all corners would mitigate most of the impacts except the southwest corner during the weekday PM peak period.
- Eleventh Avenue and West 30th Street—a significant adverse impact would occur at the northeast corner during the midday peak period. This impact would be unmitigated during the weekday midday peak period.
- Tenth Avenue and West 33rd Street—significant adverse impacts would occur at the northeast (AM and PM peak periods), southeast (AM, PM, and Saturday peak periods), southwest (AM and PM peak periods), and northwest (AM peak period) corners. These impacts would be mitigated through the addition of bulb outs at all corners at this intersection.
- Ninth Avenue and West 33rd Street—significant adverse impacts would occur at the northeast (AM peak period), southeast (AM peak period), and southwest (AM and PM peak periods) corners. A bulb out would be added at all three corner locations. As a result of the bulb outs, the impacts at the southeast and southwest corners would be mitigated and the northeast corner would remain unmitigated.
- Ninth Avenue and West 31st Street—significant adverse impacts would occur at the northeast (AM peak period), southwest (AM, and PM peak periods), and northwest (PM peak period) corners. These impacts would be mitigated through the addition of bulb outs at all corners.
- Eighth Avenue and West 33rd Street—significant adverse impacts would occur at the southeast (PM peak period) and southwest (AM peak period) corners. The southeast corner would be mitigated through relocation of planters closer to the building in the vicinity of this corner. The southwest corner would be mitigated through the addition of a bulb out.
- Boulevard and West 33rd Street—significant adverse impacts would occur at the southwest corner during the weekday midday and PM peak periods. These impacts would be unmitigated.
- Eleventh Avenue and West 32nd Street—a significant adverse impact would occur at the northeast corner during the midday peak period. This impact would be unmitigated.

G. TRAFFIC AND PARKING TABLES

Table 24-1
2019 Future with the Proposed Actions:
Summary of Movements/Intersections with Significant Adverse Impacts

	Movements/ Intersections Analyzed	Movements/ Intersections With No Significant Impacts	Movements/ Intersections With Significant Impacts	Mitigated Movements/ Intersections	Unmitigated Movements/ Intersections
Weekday AM	372/121	290/57	82/64	70/54	12/10
Weekday Midday	371/121	294/61	77/60	74/57	3/3
Weekday PM	377/121	278/46	99/75	84/62	15/13
Saturday	369/121	317/73	52/48	47/43	5/5

Table 24-2
2017 Future with the Proposed Actions:
Summary of Movements/Intersections with Significant Adverse Impacts

	Movements/ Intersections Analyzed	Movements/ Intersections With No Significant Impacts	Movements/ Intersections With Significant Impacts	Mitigated Movements/ Intersections	Unmitigated Movements/ Intersections
Weekday AM	372/121	302/62	70/59	60/50	10/9
Weekday Midday	371/121	307/71	64/50	63/49	1/1
Weekday PM	377/121	290/50	87/71	76/61	11/10
Saturday	369/121	326/79	43/42	40/39	3/3

Table 24-3
2016 Construction Conditions:
Summary of Movements/Intersections with Significant Adverse Impacts

	Movements/ Intersections Analyzed	Movements/ Intersections With No Significant Impacts	Movements/ Intersections With Significant Impacts	Mitigated Movements/ Intersections	Unmitigated Movements/ Intersections
Weekday AM	71/25	56/15	15/10	9/7	6/3
Weekday Midday	70/25	59/17	11/8	5/4	6/4
Weekday PM	70/25	53/14	17/11	10/8	7/3

Table 24-4A
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections[1]

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Ave. @ 28th St.	EB	LT	1.22	342.9	F	EB	LT	1.25	356.1	F	EB	LT	1.22	335.6	F
	NB	TR	0.87	35.9	D	NB	TR	0.88	37.0	D	NB	TR	0.90	43.0	D
Sixth Ave. @ 30th St.	**EB**	**LT**	**1.41**	**380.2**	**F**	**EB**	**LT**	**1.49**	**414.8**	**F**	**EB**	**L**	**0.59**	**24.0**	**C**
											EB	**T**	**1.05**	**242.4**	**F**
	NB	TR	1.01	86.3	F	NB	TR	1.02	108.8	F	NB	TR	0.89	24.4	C
Sixth Ave. @ 34th St.	EB	T	0.70	20.4	C	EB	T	0.73	21.7	C	EB	T	0.77	23.5	C
	WB	TR	0.62	16.4	B	WB	TR	0.63	16.7	B	WB	TR	0.65	17.1	B
	NB	T	1.44	329.0	F	NB	T	1.46	335.6	F	NB	T	1.46	335.6	F
	SB	T	1.64	505.2	F	SB	T	1.64	505.2	F	SB	T	1.64	505.2	F
Sixth Ave. @ 35th St.	WB	TR	0.96	52.0	D	WB	TR	1.01	100.5	F	WB	TR	0.91	41.9	D
	NB	LT	0.64	10.4	B	NB	LT	0.65	10.5	B	NB	LT	0.69	13.2	B
Seventh Ave. @ 28th St.	EB	TR	0.95	328.7	F	EB	TR	1.00	357.3	F	EB	TR	0.96	324.0	F
	SB	LT	0.72	12.4	B	SB	LT	0.72	12.4	B	SB	LT	0.74	13.5	B
Seventh Ave. @ 29th St.	WB	LT	1.29	385.6	F	WB	LT	1.35	409.7	F	WB	LT	1.28	365.3	F
	SB	TR	0.82	18.8	B	SB	TR	0.82	18.9	B	SB	TR	0.86	22.3	C
Seventh Ave. @ 30th St.	EB	T	1.35	427.0	F	EB	T	1.45	467.4	F	EB	T	1.37	421.1	F
	EB	R	0.85	44.6	D	EB	R	0.88	47.8	D	EB	R	0.82	38.7	D
	SB	LT	0.78	17.6	B	SB	LT	0.78	17.6	B	SB	LT	0.82	20.5	C
Seventh Ave. @ 31st St.	**WB**	**LT**	**1.29**	**365.9**	**F**	**WB**	**LT**	**1.33**	**380.4**	**F**	**WB**	**L**	**0.21**	**17.4**	**B**
											WB	**T**	**1.18**	**324.3**	**F**
	SB	TR	0.93	26.4	C	SB	TR	0.93	26.6	C	SB	TR	0.93	26.7	C
Seventh Ave. @ 33rd St.	**WB**	**LT**	**1.21**	**581.9**	**F**	**WB**	**LT**	**1.22**	**580.4**	**F**	**WB**	**L**	**0.79**	**60.0**	**E**
											WB	**T**	**0.53**	**34.5**	**C**
	SB	TR	1.12	112.1	F	SB	TR	1.15	124.6	F	SB	TR	0.84	9.2	A
Seventh Ave. 34th St.	EB	T	1.01	105.2	F	EB	T	1.06	296.8	F	EB	T	1.11	328.9	F
	WB	LT	0.85	35.9	D	WB	LT	0.89	39.6	D	WB	LT	0.94	45.6	D
	SB	T	0.96	27.4	C	SB	T	0.97	29.8	C	SB	T	0.97	30.0	C
Seventh Ave. @ 35th St.	WB	L	0.87	50.5	D	WB	L	0.88	52.2	D	WB	L	0.88	52.2	D
	WB	LT	1.26	421.9	F	WB	LT	1.37	470.5	F	WB	T	1.11	309.4	F
	SB	TR	0.89	20.1	C	SB	TR	0.91	21.1	C	SB	TR	0.91	21.2	C
Seventh Ave. @ 36th St.	EB	TR	1.26	436.5	F	EB	TR	1.28	447.1	F	EB	TR	1.10	332.8	F
	SB	LT	0.84	19.3	B	SB	LT	0.86	19.9	B	SB	LT	0.86	19.9	B
Seventh Ave. @ 37th St.	WB	LT	0.96	44.7	D	WB	LT	0.99	51.8	D	WB	LT	0.97	44.9	D
	SB	TR	0.82	22.1	C	SB	TR	0.84	22.8	C	SB	TR	0.86	24.7	C
Seventh Ave. @ 38th St.	EB	TR	1.16	389.5	F	EB	TR	1.18	394.2	F	EB	TR	1.14	371.7	F
	SB	LT	0.72	16.1	B	SB	LT	0.73	16.3	B	SB	LT	0.75	17.5	B
Eighth Ave. @ 29th St.	WB	TR	1.26	389.9	F	WB	TR	1.32	412.1	F	WB	TR	1.25	368.0	F
	NB	LT	0.72	15.9	B	NB	LT	0.73	16.1	B	NB	LT	0.76	18.5	B
Eighth Ave. @ 30th St.	EB	LT	1.27	389.5	F	EB	LT	1.35	420.4	F	EB	LT	1.28	377.1	F
	NB	TR	0.76	18.4	B	NB	TR	0.76	18.5	B	NB	TR	0.80	21.2	C
Eighth Ave. @ 33rd St.	WB	TR	0.38	14.0	B	WB	TR	0.41	14.3	B	WB	TR	0.42	15.0	B
	NB	LT	1.09	138.5	F	NB	LT	1.10	145.1	F	NB	LT	1.07	130.2	F
Eighth Ave. @ 35th St.	WB	TR	1.73	660.4	F	WB	TR	1.84	702.9	F	WB	TR	1.72	629.5	F
	NB	LT	0.71	12.0	B	NB	LT	0.71	12.1	B	NB	LT	0.75	14.3	B
Eighth Ave @ 36th St.	EB	LT	1.05	341.6	F	EB	LT	1.09	353.8	F	EB	LT	0.97	276.0	F
	NB	TR	0.81	16.5	B	NB	TR	0.81	16.7	B	NB	TR	0.82	16.9	B
Ninth Ave. @ 28th St.	**EB**	**TR**	**1.21**	**388.3**	**F**	**EB**	**TR**	**1.27**	**410.4**	**F**	**EB**	**T**	**1.03**	**188.4**	**F**
											EB	**R**	**0.27**	**21.8**	**C**
	SB	L	0.56	17.8	B	SB	L	0.57	17.9	B	SB	L	0.52	13.6	B
	SB	T	0.96	30.6	C	SB	T	0.97	32.0	C	SB	T	0.89	19.9	B

[1] This table has been revised for the FEIS.

Table 24-4A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Ninth Ave. @ 29th St.	WB	LT	0.57	23.9	C	WB	LT	0.62	24.9	C	WB	LT	0.64	26.0	C
	SB	TR	1.13	134.7	F	SB	TR	1.14	139.3	F	SB	TR	1.12	128.6	F
Ninth Ave. @ 30th St.	EB	TR	1.21	475.2	F	EB	TR	1.31	515.9	F	EB	TR	1.22	451.3	F
	SB	L	1.62	428.7	F	SB	L	1.62	428.7	F	SB	L	1.61	424.6	F
	SB	T	0.67	13.7	B	SB	T	0.68	13.7	B	SB	T	0.68	15.3	B
Ninth Ave. @ 31st St.	WB	LTR	0.90	42.4	D	WB	LTR	0.94	47.4	D	WB	LTR	0.91	42.2	D
	SB	TR	0.79	13.1	B	SB	TR	0.80	13.4	B	SB	TR	0.82	14.7	B
Ninth Ave. @ 33rd St.	**WB**	**LT**	**1.03**	**193.7**	**F**	**WB**	**LT**	**1.13**	**396.4**	**F**	**WB**	**L**	**0.50**	**32.3**	**C**
											WB	**T**	**0.80**	**40.9**	**D**
	SB	TR	0.91	18.2	B	SB	TR	0.94	20.4	C	SB	TR	0.94	20.6	C
Ninth Ave. @ 34th St.	EB	T	0.93	58.8	E	EB	T	0.98	69.0	E	EB	T	0.92	53.7	D
	EB	R	2.01	761.6	F	EB	R	2.04	776.4	F	EB	R	1.77	621.3	F
	WB	DefL	0.88	58.7	E	WB	DefL	0.91	65.8	E	WB	DefL	0.84	49.9	D
	WB	T	0.53	18.3	B	WB	T	0.56	19.1	B	WB	T	0.55	16.8	B
	SB	**LTR**	**1.26**	**215.3**	**F**	**SB**	**LTR**	**1.28**	**225.2**	**F**	**SB**	**LT**	**1.30**	**241.6**	**F**
											SB	**R**	**0.51**	**29.8**	**C**
Ninth Ave. @ 35th St.	WB	LT	1.59	606.3	F	WB	LT	1.70	649.9	F	WB	LT	1.59	581.1	F
	SB	TR	0.77	18.9	B	SB	TR	0.79	20.1	C	SB	TR	0.83	25.0	C
Ninth Ave. @ 36th St.	EB	TR	1.10	180.6	F	EB	TR	1.14	195.9	F	EB	TR	1.10	177.2	F
	SB	**LT**	**1.10**	**113.1**	**F**	**SB**	**LT**	**1.13**	**123.5**	**F**	**SB**	**L**	**0.64**	**15.7**	**B**
											SB	**T**	**0.89**	**27.6**	**C**
Ninth Ave. @ 37th St.	WB	LT	0.85	41.6	D	WB	LT	0.91	47.3	D	WB	LT	0.84	39.0	D
	SB	TR	0.69	21.7	C	SB	TR	0.71	22.1	C	SB	TR	0.75	25.9	C
Ninth Ave. @ 38th St.	EB	TR	1.20	483.9	F	EB	TR	1.22	487.9	F	EB	TR	1.18	458.9	F
	SB	LT	0.62	10.0	A	SB	LT	0.63	10.1	B	SB	LT	0.65	11.0	B
Ninth Ave. @ 42nd St.	EB	TR	0.87	41.1	D	EB	TR	0.88	42.0	D	EB	TR	0.88	42.0	D
	WB	DefL	1.12	566.4	F	WB	DefL	1.13	619.4	F	WB	DefL	1.13	619.4	F
	WB	T	0.44	20.7	C	WB	T	0.46	21.0	C	WB	T	0.46	21.0	C
	SB	**LTR**	**1.09**	**138.9**	**F**	**SB**	**LTR**	**1.11**	**146.8**	**F**	**SB**	**LT**	**1.07**	**131.9**	**F**
											SB	**R**	**0.13**	**18.5**	**B**
Tenth Ave. @ 26th St.	EB	LT	1.11	410.6	F	EB	LT	1.15	423.8	F	EB	LT	1.12	400.9	F
	NB	TR	0.58	10.9	B	NB	TR	0.59	11.0	B	NB	TR	0.61	11.8	B
Tenth Ave. @ 28th St.	EB	LT	1.40	534.0	F	EB	LT	1.46	557.2	F	EB	LT	1.41	525.1	F
	NB	TR	0.67	10.8	B	NB	TR	0.68	10.9	B	NB	TR	0.69	11.9	B
Tenth Ave. @ 30th St.	EB	LT	2.01	768.6	F	EB	LT	2.47	977.3	F	EB	LT	1.10	340.4	F
	NB	T	0.58	9.7	A	NB	T	0.60	9.8	A	NB	T	0.60	9.9	A
	NB	R	0.83	29.1	C	NB	R	0.98	58.5	E	NB	R	0.70	18.4	B
Tenth Ave. @ 31st St.	WB	R	1.26	348.8	F	WB	R	1.36	396.7	F	WB	R	1.26	340.5	F
	NB	T	0.68	10.9	B	NB	T	0.72	11.5	B	NB	T	0.75	13.6	B
Tenth Ave. @ 33rd St.	**WB**	**TR**	**0.94**	**50.6**	**D**	**WB**	**TR**	**1.03**	**175.7**	**F**	**WB**	**TR**	**0.71**	**30.2**	**C**
											WB	**R**	**0.62**	**36.6**	**D**
	NB	LT	0.75	13.2	B	NB	LT	0.79	14.2	B	NB	LT	1.00	33.3	C
Tenth Ave. @ 34th St.	EB	DefL	0.79	58.5	E	EB	DefL	0.93	84.8	E	EB	DefL	0.79	54.2	D
	EB	T	0.46	26.7	C	EB	T	0.48	27.5	C	EB	T	0.45	23.9	C
	WB	T	0.56	27.4	C	WB	T	0.60	28.3	C	WB	T	0.55	24.3	C
	WB	R	0.69	41.0	D	WB	R	0.72	43.6	D	WB	R	0.62	32.9	C
	NB	**LTR**	**0.91**	**17.7**	**B**	**NB**	**LTR**	**0.94**	**20.7**	**C**	**NB**	**LT**	**0.90**	**20.6**	**C**
											NB	**R**	**0.50**	**15.7**	**B**
Tenth Ave. @ 35th St.	WB	TR	1.53	443.1	F	WB	TR	1.71	520.1	F	WB	TR	1.55	431.0	F
	NB	LT	0.87	15.8	B	NB	LT	0.90	17.4	B	NB	LT	0.97	26.3	C

Table 24-4A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Ave. @ 42nd St.	EB	LT	2.05	750.4	F	EB	LT	2.08	768.5	F	EB	LT	1.94	686.6	F
	WB	TR	1.06	296.4	F	WB	TR	1.06	298.2	F	WB	TR	1.03	178.5	F
	NB	LTR	0.71	20.2	C	NB	LTR	0.72	20.5	C	NB	LTR	0.73	22.1	C
Tenth Ave. @ 43rd St.	EB	L	0.02	17.1	B	EB	L	0.02	17.1	B	EB	L	0.02	17.1	B
	WB	TR	0.39	21.2	C	WB	TR	0.40	21.3	C	WB	TR	0.40	21.3	C
	NB	LT	1.23	177.9	F	NB	LT	1.24	181.3	F	NB	LT	0.97	27.7	C
Tenth Ave. @ 57th St.	EB	LT	1.08	370.1	F	EB	LT	1.09	376.0	F	EB	LT	1.05	250.5	F
	WB	TR	0.74	26.5	C	WB	TR	0.74	26.5	C	WB	TR	0.72	25.1	C
	NB	LTR	0.83	20.3	C	NB	LTR	0.83	20.3	C	NB	LTR	0.86	22.0	C
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.03	10.7	B	WB (22nd)	R	0.03	10.7	B	WB (22nd)	R	0.03	10.7	B
	NB (11th)	T	0.17	40.9	D	NB (11th)	T	0.17	40.9	D	NB (11th)	T	0.17	40.9	D
	SB (11th)	T	0.57	54.2	D	SB (11th)	T	0.56	54.1	D	SB (11th)	T	0.56	54.1	D
	SB (11th)	TR	0.43	54.1	D	SB (11th)	TR	0.48	55.6	E	SB (11th)	TR	0.48	55.6	E
	NB (9A)	T	1.07	115.2	F	NB (9A)	T	1.09	120.6	F	NB (9A)	T	1.09	120.6	F
	SB (9A)	T	0.97	18.5	B	SB (9A)	T	0.97	18.9	B	SB (9A)	T	0.97	18.9	B
Eleventh Ave. @ 24th St.	EB	R	0.27	27.2	C	EB	R	0.27	27.2	C	EB	R	0.28	28.2	C
	NB	L	0.28	27.0	C	NB	L	0.28	27.0	C	NB	L	0.29	27.9	C
	SB	L	0.24	4.5	A	SB	L	0.26	4.6	A	SB	L	0.26	4.6	A
	SB	TR	1.25	217.9	F	SB	TR	1.29	236.0	F	SB	TR	1.24	213.1	F
Eleventh Ave. @ 30th St.	EB	TR	1.05	261.8	F	EB	TR	1.30	399.0	F	EB	TR	0.61	22.1	C
	SB	LT	1.05	124.2	F	SB	LT	1.19	177.9	F	SB	LT	1.06	118.1	F
Eleventh Ave. @ 33rd St.	WB	L	0.53	33.7	C	WB	L	0.97	86.3	F	WB	L	0.64	32.5	C
	WB	LT	0.63	32.9	C	WB	LT	0.97	62.3	E	WB	LT	0.68	28.0	C
	SB	TR	0.53	6.2	A	SB	TR	0.64	7.3	A	SB	TR	0.77	15.9	B
Eleventh Ave. @ 37th St.	EB	LR	0.10	27.2	C	EB	LR	0.10	27.2	C	EB	LR	0.09	25.5	C
	WB	L	0.75	54.0	D	WB	L	0.87	68.6	E	WB	L	0.78	53.4	D
	WB	R	0.68	49.4	D	WB	R	0.68	49.4	D	WB	R	0.61	42.2	D
	NB	T	0.08	6.0	A	NB	T	0.08	6.0	A	NB	T	0.08	6.8	A
	SB	T	0.60	5.2	A	SB	T	0.64	5.6	A	SB	T	0.66	7.0	A
Eleventh Ave. @ 38th St.	NB	TR	0.18	8.3	A	NB	TR	0.18	8.3	A	NB	TR	0.18	7.4	A
	SB	LT	1.09	115.1	F	SB	LT	1.14	134.8	F	SB	LT	1.10	114.8	F
Eleventh Ave. @ 42nd St.	EB	TR	0.89	41.9	D	EB	TR	0.90	43.4	D	EB	TR	0.90	43.4	D
	WB	L	0.37	17.8	B	WB	L	0.37	18.0	B	WB	L	0.37	18.0	B
	WB	LT	0.33	14.4	B	WB	LT	0.36	14.8	B	WB	LT	0.36	14.8	B
	SB	LT	1.00	45.0	D	SB	LT	1.03	115.5	F	SB	LT	1.03	115.7	F
	SB	R	0.34	23.0	C	SB	R	0.34	23.0	C	SB	R	0.34	23.0	C
Eleventh Ave. @ 44th St.	EB	LTR	1.26	593.6	F	EB	LTR	1.27	597.9	F	EB	LTR	0.86	46.8	D
	SB	L	0.18	3.3	A	SB	L	0.18	3.3	A	SB	L	0.18	3.3	A
	SB	T	0.67	8.9	A	SB	T	0.69	9.3	A	SB	T	0.69	9.3	A
Eleventh Ave. @ 47th St.	WB	LTR	0.98	71.2	E	WB	LTR	1.00	77.1	E	WB	LTR	0.95	63.6	E
	NB	L	0.16	9.2	A	NB	L	0.18	9.9	A	NB	L	0.17	10.1	B
	NB	T	0.18	6.6	A	NB	T	0.18	6.6	A	NB	T	0.18	7.0	A
	SB	**TR**	**0.95**	**36.6**	**D**	**SB**	**TR**	**0.98**	**54.2**	**D**	**SB**	**T**	**0.90**	**22.7**	**C**
											SB	**R**	**0.07**	**6.5**	**A**
Eleventh Ave. @ 54th St.	EB	LTR	1.49	535.4	F	EB	LTR	1.52	547.2	F	EB	LTR	1.18	345.4	F
	NB	L	0.84	57.0	E	NB	L	0.86	63.1	E	NB	L	0.81	51.2	D
	NB	TR	0.54	9.9	A	NB	TR	0.54	9.9	A	NB	TR	0.53	9.3	A
	SB	L	0.55	12.8	B	SB	L	0.56	13.2	B	SB	L	0.54	11.9	B
	SB	TR	0.88	12.2	B	SB	TR	0.89	12.9	B	SB	TR	0.87	11.3	B

Table 24-4A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Ave. @ 57th St.	**EB**	**L**	**1.14**	**631.9**	**F**	**EB**	**L**	**1.14**	**631.9**	**F**	**EB**	**L**	**1.14**	**631.9**	**F**
	EB	**TR**	**1.20**	**384.8**	**F**	**EB**	**TR**	**1.21**	**387.4**	**F**	**EB**	**T**	**1.12**	**352.0**	**F**
											EB	**R**	**0.09**	**23.3**	**C**
	WB	L	1.03	204.8	F	WB	L	1.03	204.7	F	WB	L	1.04	242.9	F
	WB	TR	0.84	40.1	D	WB	TR	0.84	40.1	D	WB	TR	0.84	40.1	D
	NB	L	0.47	36.5	D	NB	L	0.47	36.5	D	NB	L	0.47	36.5	D
	NB	TR	0.70	23.6	B	NB	TR	0.71	23.8	C	NB	TR	0.71	23.8	C
	SB	L	1.52	491.5	F	SB	L	1.53	497.6	F	SB	L	1.53	497.6	F
	SB	TR	1.24	138.6	C	SB	TR	1.26	145.8	F	SB	TR	1.26	145.8	F
Twelfth Ave. @ 24th St.	WB	L	0.56	70.3	E	WB	L	0.52	68.2	E	WB	L	0.52	68.2	E
	WB	LTR	0.49	67.7	E	WB	LTR	0.52	68.5	E	WB	LTR	0.52	68.5	E
	WB	R	0.49	68.4	E	WB	R	0.53	70.0	E	WB	R	0.53	70.0	E
	NB	TR	1.01	82.1	F	NB	TR	1.02	93.7	F	NB	TR	1.02	93.7	F
	SB	L	1.09	506.5	F	SB	L	1.09	506.5	F	SB	L	1.09	506.5	F
	SB	T	0.99	30.7	C	SB	T	1.00	31.2	C	SB	T	1.00	31.2	C
Twelfth Ave. @ 29th St.	WB	LR	1.62	840.6	F	WB	LR	1.90	959.6	F	WB	LR	1.67	798.1	F
	NB	T	0.61	9.2	A	NB	T	0.62	9.3	A	NB	T	0.64	10.8	B
	SB	T	0.82	5.2	A	SB	T	0.82	5.2	A	SB	T	0.84	5.9	A
Twelfth Ave. @ 30th St.	NB	TR	0.75	14.7	B	NB	TR	0.77	15.4	B	NB	TR	0.79	16.9	B
	SB	L	1.25	377.3	F	SB	L	1.35	418.7	F	SB	L	1.21	344.2	F
	SB	TR	0.86	6.7	A	SB	TR	0.87	6.8	A	SB	TR	0.88	8.6	A
Twelfth Ave. @ 37th St.	EB	LR	0.13	52.8	D	EB	LR	0.13	52.6	D	EB	LR	0.15	54.7	D
	EB	R	0.12	52.9	D	EB	R	0.13	53.2	D	EB	R	0.13	54.9	D
	NB	L	0.10	63.7	E	NB	L	0.10	63.7	E	NB	L	0.10	63.7	E
	NB	T	0.94	36.8	D	NB	T	0.97	40.4	D	NB	T	0.97	40.6	D
	SB	TR	1.16	150.1	F	SB	TR	1.18	157.7	F	SB	TR	1.15	144.9	F
Twelfth Ave. @ 41st St.	EB	LR	0.00	38.2	D	EB	LR	0.00	38.2	D	EB	LR	0.00	39.6	D
	WB	L	0.09	50.8	D	WB	L	0.09	50.8	D	WB	L	0.09	50.8	D
	WB	R	0.41	56.8	E	WB	R	0.41	56.8	E	WB	R	0.41	56.8	E
	NB	T	1.15	157.1	F	NB	T	1.17	167.3	F	NB	T	1.14	151.4	F
	SB	T	1.16	126.2	F	SB	T	1.18	134.2	F	SB	T	1.16	122.3	F
Twelfth Ave. @ 44th St.	NB	TR	0.82	19.7	B	NB	TR	0.84	20.3	C	NB	TR	0.85	21.2	C
	SB	L	1.09	291.7	F	SB	L	1.11	297.1	F	SB	L	1.08	282.3	F
	SB	T	0.82	7.9	A	SB	T	0.84	8.2	A	SB	T	0.85	9.1	A
Twelfth Ave.@ 46th St.	EB	LTR	0.28	56.6	E	EB	LTR	0.28	56.6	E	EB	LTR	0.29	57.7	E
	NB	TR	0.97	108.8	F	NB	TR	0.98	118.8	F	NB	TR	0.96	102.4	F
	SB	L	0.58	72.7	E	SB	L	0.58	73.0	E	SB	L	0.61	76.0	E
	SB	T	0.86	5.6	A	SB	T	0.88	6.0	A	SB	T	0.87	5.8	A
Twelfth Ave. @ 54th St.	EB	R	0.00	5.6	A	EB	R	0.00	5.6	A	EB	R	0.00	5.6	A
	WB	R	0.53	61.5	E	WB	R	0.53	61.5	E	WB	R	0.53	61.5	E
	NB	TR	1.02	105.4	F	NB	TR	1.03	109.0	F	NB	TR	1.03	109.0	F
	SB	L	0.72	69.3	E	SB	L	0.72	69.8	E	SB	L	0.72	69.8	E
	SB	T	1.19	133.4	F	SB	T	1.20	139.6	F	SB	T	1.20	139.6	F
Twelfth Ave. @ 56th St.	NB	T	1.17	169.7	F	NB	T	1.18	175.9	F	NB	T	1.18	175.9	F
	SB	L	1.00	56.9	E	SB	L	1.00	56.9	E	SB	L	1.00	56.9	E
	SB	T	0.95	5.8	A	SB	T	0.96	6.8	A	SB	T	0.96	6.8	A
Broadway @ 35th St.	WB	L	0.12	20.9	C	WB	L	0.12	20.9	C	WB	L	0.10	18.8	B
	WB	T	1.59	320.5	F	WB	T	1.71	373.9	F	WB	T	1.55	302.9	F
	SB	T	0.35	8.6	A	SB	T	0.35	8.6	A	SB	T	0.37	10.7	B
	SB	R	0.51	14.5	B	SB	R	0.52	14.8	B	SB	R	0.57	18.9	B

Table 24-4A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Broadway @ 42nd St.	EB	T	0.48	21.6	C	EB	T	0.49	21.8	C	EB	T	0.48	20.9	C
	WB	DefL	1.36	654.9	F	WB	DefL	1.39	674.9	F	WB	DefL	1.33	628.4	F
	WB	T	0.71	29.6	C	WB	T	0.73	30.4	C	WB	T	0.71	28.7	C
	SB	L	0.55	17.8	B	SB	L	0.55	17.8	B	SB	L	0.57	19.2	B
	SB	T	0.67	16.0	B	SB	T	0.67	16.0	B	SB	T	0.68	17.1	B
Dyer Ave @ 34th St.	EB	T	0.28	12.0	B	EB	T	0.30	12.2	B	EB	T	0.32	13.6	B
	WB	T	0.27	12.0	B	WB	T	0.29	12.2	B	WB	T	0.32	13.5	B
	WB	R	0.15	8.8	A	WB	R	0.15	8.8	A	WB	R	0.14	7.9	A
	SB	L	0.98	93.1	F	SB	L	0.99	206.8	F	SB	L	0.97	86.1	F
	SB	LR	0.99	96.1	F	SB	LR	1.01	234.2	F	SB	LR	0.95	81.3	F
	SB	R	0.99	100.3	F	SB	R	1.05	115.2	E	SB	R	0.76	56.2	E
Dyer Ave @ 36th St.	EB	LTR	0.78	96.3	F	EB	LTR	0.82	108.9	F	EB	LTR	0.79	92.4	F
	NB	TR	0.20	26.1	C	NB	TR	0.20	26.1	C	NB	TR	0.20	26.9	C
	SB	L	0.61	34.6	C	SB	L	0.65	36.2	D	SB	L	0.65	36.0	D
	SB	LT	0.76	34.8	C	SB	LT	0.77	35.0	C	SB	LT	0.77	35.1	D
	SB	R	0.41	6.9	A	SB	R	0.41	7.0	A	SB	R	0.42	7.6	A

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-4B:
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)
Unsignalized Intersections[1]

	2019 Future Without the Proposed Actions			2019 Future With the Proposed Actions			2019 Future With the Proposed Actions and Mitigation		
Intersection	**App**	**Delay Sec/Veh**	**LOS**	**App**	**Delay Sec/Veh**	**LOS**	**App**	**Delay Sec/Veh**	**LOS**
Twelfth Ave. @ 33rd St.	WB	20.8	C	WB	42.0	E	WB	33.6	C
	NB	--	--	NB	--	--	NB	36.2	D
Twelfth Ave. @ 47th St.	WB	25.4	D	WB	25.4	D	WB	44.6	D
	NB	--	--	NB	--	--	NB	33.1	C

[1] This table has been revised for the FEIS.

Table 24-4C:
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)[1]

INTERSECTION	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
	EB: G=44 NB: G=36	EB: G=39 NB: G=41
Sixth Ave. @ 34th St.	Impact cannot be fully mitigated (NB through)	
Sixth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Seventh Ave. @ 28th St.	EB: G=31 SB: G=49	EB: G=32 SB: G=48
Seventh Ave. @ 29th St.	WB: G=36 SB: G=44	WB: G=38 SB: G=42
Seventh Ave. @ 30th St.	EB: G=36 SB: G=44	EB: G=38 SB: G=42
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.*	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of 7th Ave.
Seventh Ave. @ 34th St.	Impact cannot be fully mitigated (EB Through)	
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12') – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12') – Restriping by prohibiting parking on the south side of 36th St.
Seventh Ave. @ 37th St.	WB: G=40 SB: G=40	WB: G=41 SB: G=39
Seventh Ave. @ 38th St.	WB: G=36 SB: G=44	EB: G=37 SB: G=43
Eighth Ave. @ 29th St.	WB: G=36 NB: G=44	WB: G=38 NB: G=42
Eighth Ave. @ 30th St.	EB: G=38 NB: G=42	EB: G=40 NB: G=40

[1] This table has been revised for the FEIS.

Table 24-4C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

INTERSECTION	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Eighth Ave. @ 31st St.*	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
	WB: G=40 NB: G=40	WB: G=42 NB: G=38
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 35th St.	NB: G=49 WB: G=31	NB: G=47 WB: G=33
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
	EB: G=37 SB: G=43	EB: G=33 SB: G=47
Ninth Ave. @ 29th St.	WB: G=35 SB: G=45	WB: G=34 SB: G=46
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=29 SBT: G=25 SB: G=19
Ninth Ave. @ 31st St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=10 EB/WB: G=30 SB: G=35	WB: G=10 EB/WB: G=33 SB: G=32
	Impact cannot be fully mitigated (SB LT)	
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=32 SB: G=48
Ninth Ave. @ 36th St.	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: G=31 SB: G=49
Ninth Ave. @ 37th St.	Ped EB/WB: G=8 WB: G=29 SB: G=43	Ped EB/WB: G=8 WB: G=31 SB: G=41

Table 24-4C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

INTERSECTION	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Ninth Ave. @ 38th St.	EB: G=30 SB: G=50	EB: G=31 SB: G=49
Ninth Ave. @ 42nd St.	Impacts cannot be fully mitigated (WB DefL, and SB LT)	
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=33 NB: G=47
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 33rd St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Tenth Ave. @ 34th St.*	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of 10th Ave., and restripe
	EB/WB: G=30 NB: G=50	EB/WB: G=34 NB: G=46
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Tenth Ave. @ 36th St.*	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, TR – An additional lane from enforcing the existing parking prohibition on the east side of Tenth Ave. during the AM.
Tenth Ave. @ 40th St.*	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach (10' each)
Tenth Ave. @ 42nd St.	Ped EB/WB: G=7 EB/WB: G=28 NB: G=45	Ped EB/WB: G=7 EB/WB: G=29 NB: G=44
Tenth Ave. @ 43rd St.	NB (4 lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from prohibiting parking on the west side of Tenth Ave.
Tenth Ave. @ 57th St.	EB/WB: G=38 NB: G=42	EB/WB: G=39 NB: G=41
Eleventh/Twelfth Ave. @ 22nd St.	Impact cannot be fully mitigated (Twelfth Ave. NB Through)	
Eleventh Ave. @ 24th St.	SBL&NBL&EBR: G=24 SB: G=27	SBL&NBL&EBR: G=23 SB: G=28

Table 24-4C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

INTERSECTION	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
	EB: G=40 SB: G=40	EB: G=39 SB: G=41
Eleventh Ave. @ 33rd St.	WB: G=25 SB: G=55	WB: G=34 SB: G=46
Eleventh Ave. @ 37th St.	EB/WB: G=22 NB/SB: G=58	EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 38th St.	Ped EB/WB: G=26 NB/SB: G=54	Ped EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 42nd St.	Impact cannot be fully mitigated (SB LT, EB TR)	
Eleventh Ave. @ 44th St.	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
	WB: G=22 NB/SB: G=58	WB: G=23 NB/SB: G=57
Eleventh Ave. @ 54th St.	EB (1 lane): LTR (10')	
Eleventh Ave. @ 57th St.	Impacts cannot be fully mitigated (EB Through, SB Left)	
Twelfth Ave. @ 24th St.	Impact cannot be fully mitigated (NB TR)	
Twelfth Ave. @ 29th St.	WB: G=26 NB/SB: G=113	WB: G=26 NB/SB: G=113
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB Through: G=107 SB Left: G= 16	EB: G=11 NB/SB Through: G=107 SB Left: G= 16
Twelfth Ave. @ 33rd St.*	WB: (1 Lane) R (16')	WB: (1 Lane) R (16')
	Unsignalized	Unsignalized
Twelfth Ave. @ 37th St.	EB: G=27. SB T and R: G=22 SB and NB: G=67 NB T and L: G=14	EB: G=27. SB T and R: G=22 SB and NB: G=67 NB T and L: G=14

Table 24-4C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

INTERSECTION	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 41st St.	EB/WB: G=28 EB only: G=9 NB/SB: G=71 SB only: G=21	EB/WB: G=28 EB only: G=7 NB/SB: G=73 SB only: G=21
Twelfth Ave. @ 44th St.	NB/SB w/o SBL: G=102 SBL: G=37	NB/SB w/o SBL: G=101 SBL: G=38
Twelfth Ave. @ 46th St.	EB: G=18 NB/SBT w/ NBR: G=86 SB: G=20	EB: G=17 NB/SBT w/ NBR: G=88 SB: G=19
Twelfth Ave. @ 47th St.*	Unsignalized	Signalized WB: G=52 NB: G=88
Twelfth Ave. @ 54th St.	Impacts cannot be fully mitigated (NB TR, SB Through)	
Twelfth Ave. @ 56th St.	Impacts cannot be fully mitigated (NB Through)	
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=34 SB: G=46
Broadway @ 42nd St.	EB/WB: G=36 SB: G=44	EB/WB: G=37 SB: G=43
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.
Dyer Ave. @ 34th St.	EB/WB w/o WBR: G=27 SB & WBR: G=15	EB/WB w/o WBR: G=25 SB & WBR: G=17
Dyer Ave. @ 36th St.	EB: G= 26 SB: G= 25 NB/SBR: G= 24	EB: G= 27 SB: G= 25 NB/SBR: G= 23

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-5A
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections[1]

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Sixth Ave. @ 28th St.	EB	LT	1.20	335.5	F	EB	LT	1.23	345.4	F	EB	LT	1.19	325.4	F
	NB	TR	0.85	20.8	C	NB	TR	0.86	21.1	C	NB	TR	0.88	23.1	C
Sixth Ave. @ 30th St.	**EB**	**LT**	**1.33**	**346.2**	**F**	**EB**	**LT**	**1.41**	**381.6**	**F**	**EB**	**L**	**0.55**	**19.4**	**B**
											EB	**T**	**0.82**	**101.4**	**F**
	NB	TR	0.92	53.9	D	NB	TR	0.92	55.4	E	NB	TR	0.92	55.4	E
Sixth Ave. @ 34th St.	EB	T	0.72	22.5	C	EB	T	0.76	24.1	C	EB	T	0.76	24.1	C
	WB	TR	0.56	15.1	B	WB	TR	0.57	15.3	B	WB	TR	0.57	15.3	B
	NB	T	1.18	207.0	F	NB	T	1.20	214.3	F	NB	T	1.20	214.3	F
	SB	T	1.54	461.4	F	SB	T	1.54	461.4	F	SB	T	1.54	461.4	F
Seventh Ave. @ 29th St.	WB	LT	1.46	451.8	F	WB	LT	1.50	468.5	F	WB	LT	1.45	443.4	F
	SB	TR	0.67	20.9	C	SB	TR	0.67	20.8	C	SB	TR	0.68	22.3	C
Seventh Ave. @ 30th St.	EB	T	1.32	414.3	F	EB	T	1.43	458.0	F	EB	T	1.35	412.3	F
	EB	R	0.51	24.5	C	EB	R	0.53	25.2	C	EB	R	0.50	22.9	C
	SB	LT	0.66	20.1	C	SB	LT	0.66	20.2	C	SB	LT	0.69	23.2	C
Seventh Ave. @ 31st St.	**WB**	**LT**	**1.37**	**410.7**	**F**	**WB**	**LT**	**1.41**	**426.2**	**F**	**WB**	**L**	**0.37**	**19.9**	**B**
											WB	**T**	**1.09**	**296.6**	**F**
	SB	TR	0.85	33.9	C	SB	TR	0.85	34.0	C	SB	TR	0.85	34.0	C
Seventh Ave. @ 33rd St.	**WB**	**LT**	**1.48**	**671.2**	**F**	**WB**	**LT**	**1.49**	**675.8**	**F**	**WB**	**L**	**0.90**	**76.2**	**E**
											WB	**T**	**0.74**	**44.0**	**D**
	SB	TR	1.02	75.7	E	SB	TR	1.05	84.6	F	SB	TR	0.76	7.6	A
Seventh Ave. 34th St.	EB	T	0.89	46.2	D	EB	T	0.93	52.3	D	EB	T	0.88	42.9	D
	WB	LT	0.84	33.9	C	WB	LT	0.87	36.5	D	WB	LT	0.80	30.3	C
	SB	T	0.88	21.1	C	SB	T	0.90	22.0	C	SB	T	0.94	27.4	C
Seventh Ave. @ 35th St.	WB	L	0.66	33.1	C	WB	L	0.66	33.1	C	WB	L	0.66	33.1	C
	WB	LT	1.05	266.7	F	WB	LT	1.12	372.9	F	WB	T	0.91	48.0	D
	SB	TR	0.86	27.7	C	SB	TR	0.87	29.4	C	SB	TR	0.87	29.4	C
Seventh Ave. @ 36th St.	EB	TR	1.06	285.2	F	EB	TR	1.09	330.5	F	EB	TR	0.94	39.4	D
	SB	LT	0.90	26.2	C	SB	LT	0.92	27.4	C	SB	LT	0.92	27.4	C
Eighth Ave. @ 29th St.	WB	TR	1.49	465.7	F	WB	TR	1.53	481.6	F	WB	TR	1.49	457.6	F
	NB	LT	0.75	20.0	B	NB	LT	0.77	20.3	C	NB	LT	0.79	21.7	C
Eighth Ave. @ 30th St.	EB	LT	1.21	365.8	F	EB	LT	1.26	377.0	F	EB	LT	1.23	357.1	F
	NB	TR	0.80	21.1	C	NB	TR	0.80	21.2	C	NB	TR	0.82	22.7	C
Eighth Ave. @ 31st St.	**WB**	**TR**	**1.10**	**367.0**	**F**	**WB**	**TR**	**1.12**	**371.3**	**F**	**WB**	**T**	**0.49**	**19.3**	**E**
											WB	**R**	**1.32**	**594.9**	**F**
	NB	LT	0.95	30.6	C	NB	LT	0.96	31.8	C	NB	LT	0.96	31.8	C
Eighth Ave. @ 33rd St.	WB	TR	0.49	15.4	B	WB	TR	0.52	15.8	B	WB	TR	0.53	16.6	B
	NB	LT	1.18	177.5	F	NB	LT	1.19	183.3	F	NB	LT	1.16	165.5	F
Eighth Ave. @ 34th St.	EB	T	0.70	26.9	C	EB	T	0.74	28.4	C	EB	T	0.75	30.2	C
	WB	T	0.46	18.8	B	WB	T	0.48	19.1	B	WB	T	0.50	19.9	B
	WB	R	0.70	33.5	C	WB	R	0.70	33.5	C	WB	R	0.73	36.4	D
	NB	LTR	1.13	153.7	F	NB	LTR	1.13	155.8	F	NB	LTR	1.10	139.5	F
Eighth Ave. @ 35th St.	WB	TR	1.23	383.4	F	WB	TR	1.28	399.8	F	WB	TR	1.25	379.3	F
	NB	LT	0.94	29.4	C	NB	LT	0.95	30.0	C	NB	LT	0.97	34.7	C
Eighth Ave. @ 36th St.	EB	LT	0.85	204.9	F	EB	LT	0.88	220.5	F	EB	LT	0.79	145.8	F
	NB	TR	1.04	102.0	F	NB	TR	1.04	103.3	F	NB	TR	1.04	103.3	F
Ninth Ave. @ 28th St.	**EB**	**TR**	**1.07**	**323.7**	**F**	**EB**	**TR**	**1.12**	**340.6**	**F**	**EB**	**T**	**0.73**	**30.3**	**C**
											EB	**R**	**0.29**	**19.3**	**B**
	SB	L	0.75	25.8	C	SB	L	0.76	26.2	C	SB	L	0.76	26.2	C
	SB	T	0.95	29.8	C	SB	T	0.96	30.7	C	SB	T	0.96	30.7	C
Ninth Ave. @ 29th St.	WB	LT	0.72	27.9	C	WB	LT	0.77	29.5	C	WB	LT	0.79	31.3	C
	SB	TR	1.13	133.8	F	SB	TR	1.14	137.6	F	SB	TR	1.12	125.7	F

[1] This table has been revised for the FEIS.

Table 24-5A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Ninth Ave. @ 30th St.	EB	TR	1.15	492.2	F	EB	TR	1.23	515.6	F	EB	TR	1.18	480.0	F
	SB	L	2.10	655.6	F	SB	L	2.10	655.6	F	SB	L	2.10	655.6	F
	SB	T	0.92	23.7	C	SB	T	0.92	23.8	C	SB	T	0.67	14.3	B
Ninth Ave. @ 31st St.	WB	LTR	1.01	97.3	F	WB	LTR	1.03	176.2	F	WB	LTR	0.90	39.5	D
	SB	TR	0.82	13.9	B	SB	TR	0.83	14.2	B	SB	TR	0.91	21.1	C
Ninth Ave. @ 33rd St.	**WB**	**LT**	**1.50**	**546.3**	**F**	**WB**	**LT**	**1.60**	**589.5**	**F**	**WB**	**L**	**0.72**	**44.9**	**D**
											WB	**T**	**1.11**	**359.0**	**F**
	SB	TR	0.88	16.4	B	SB	TR	0.90	17.5	B	SB	TR	0.90	17.5	B
Ninth Ave. @ 34th St.	EB	T	0.84	46.3	D	EB	T	0.88	51.4	D	EB	T	0.83	42.8	D
	EB	R	1.44	533.9	F	EB	R	1.48	548.6	F	EB	R	1.35	469.1	F
	WB	LT	0.84	29.5	C	WB	LT	0.87	32.0	C	WB	LT	0.83	27.0	C
	SB	**LTR**	**1.18**	**178.9**	**F**	**SB**	**LTR**	**1.20**	**185.5**	**F**	**SB**	**LT**	**1.14**	**164.4**	**F**
											SB	**R**	**0.54**	**29.7**	**C**
Ninth Ave. @ 35th St.	WB	LT	1.32	489.0	F	WB	LT	1.40	518.8	F	WB	LT	1.35	487.2	F
	SB	TR	0.74	12.0	B	SB	TR	0.76	12.3	B	SB	TR	0.77	13.4	B
Ninth Ave. @ 36th St.	EB	TR	0.89	79.4	E	EB	TR	0.93	99.0	F	EB	TR	0.90	78.2	E
	SB	**LT**	**1.05**	**94.0**	**F**	**SB**	**LT**	**1.07**	**99.2**	**F**	**SB**	**L**	**0.39**	**10.3**	**B**
											SB	**T**	**0.90**	**19.6**	**B**
Ninth Ave. @ 42nd St.	EB	TR	0.62	158.3	F	EB	TR	0.63	160.9	F	EB	TR	0.59	130.5	F
	WB	DefL	1.15	689.8	F	WB	DefL	1.17	763.6	F	WB	DefL	1.10	495.1	F
	WB	T	0.36	18.5	B	WB	T	0.36	18.6	B	WB	T	0.35	17.2	B
	SB	**LTR**	**1.19**	**181.2**	**F**	**SB**	**LTR**	**1.21**	**187.4**	**F**	**SB**	**LTR**	**1.21**	**193.4**	**F**
											SB	**R**	**0.22**	**21.5**	**C**
Tenth Ave. @ 26th St.	EB	LT	1.16	409.7	F	EB	LT	1.20	424.0	F	EB	LT	1.16	398.0	F
	NB	TR	0.86	16.7	B	NB	TR	0.87	16.9	B	NB	TR	0.88	18.6	B
Tenth Ave. @ 28th St.	EB	LT	1.29	465.1	F	EB	LT	1.35	487.9	F	EB	LT	1.30	458.3	F
	NB	TR	0.70	11.2	B	NB	TR	0.71	11.3	B	NB	TR	0.72	12.3	B
Tenth Ave. @ 29th St.	WB	TR	0.97	58.6	E	WB	TR	1.01	103.6	F	WB	TR	0.92	44.6	D
	NB	LT	0.72	11.6	B	NB	LT	0.73	11.8	B	NB	LT	0.78	15.0	B
Tenth Ave. @ 30th St.	EB	LT	2.87	1169.0	F	EB	LT	3.36	1392.0	F	EB	LT	1.50	522.4	F
	NB	T	0.66	10.6	B	NB	T	0.67	10.8	B	NB	T	0.67	10.8	B
	NB	R	1.55	442.6	F	NB	R	1.55	442.6	F	NB	R	0.79	26.3	C
Tenth Ave. @ 31st St.	WB	R	2.24	867.2	F	WB	R	2.31	902.2	F	WB	R	2.22	845.9	F
	NB	T	0.79	12.9	B	NB	T	0.83	13.9	B	NB	T	0.84	15.2	B
Tenth Ave. @ 33rd St.	**WB**	**TR**	**0.97**	**55.7**	**E**	**WB**	**TR**	**1.04**	**217.4**	**F**	**WB**	**TR**	**0.78**	**34.3**	**C**
											WB	**R**	**0.68**	**42.6**	**D**
	NB	LT	1.07	153.7	F	NB	LT	1.12	175.1	F	NB	LT	1.07	151.4	F
Tenth Ave. @ 34th St.	EB	DefL	0.85	67.9	E	EB	DefL	0.94	85.8	F	EB	DefL	0.85	65.5	E
		T	0.49	27.7	C		T	0.52	28.4	C	EB	T	0.49	26.1	C
	WB	T	0.48	25.7	C	WB	T	0.51	26.2	C	WB	T	0.48	24.2	C
		R	1.27	483.7	F		R	1.29	485.4	F	WB	R	1.17	412.5	F
	NB	**LTR**	**1.07**	**101.0**	**F**	**NB**	**LTR**	**1.10**	**113.9**	**F**	**NB**	**LT**	**1.00**	**31.5**	**C**
											NB	**R**	**0.59**	**16.9**	**B**
Tenth Ave. @ 35th St.	WB	TR	1.32	360.7	F	WB	TR	1.43	400.4	F	WB	TR	1.33	345.8	F
	NB	LT	0.99	28.8	C	NB	LT	1.02	82.4	F	NB	LT	0.85	15.6	B
Tenth Ave. @ 36th St.	EB	LT	0.42	133.6	F	EB	LT	0.44	135.4	F	EB	LT	0.42	125.1	F
	NB	**TR**	**1.05**	**91.0**	**F**	**NB**	**TR**	**1.08**	**103.0**	**F**	NB	TR	0.88	15.8	B
Tenth Ave. @ 38th St.	EB	LT	0.49	26.1	C	EB	LT	0.49	26.1	C	EB	LT	0.60	32.1	C
	NB	TR	0.99	27.5	C	NB	TR	1.01	76.0	E	NB	TR	0.92	14.0	B
Tenth Ave. @ 42nd St.	EB	LT	2.24	930.9	F	EB	LT	2.28	949.2	F	EB	LT	2.05	814.4	F
	WB	TR	1.40	400.8	F	WB	TR	1.40	403.8	F	WB	TR	1.36	377.5	F
	NB	LTR	0.89	19.8	B	NB	LTR	0.90	20.5	C	NB	LTR	0.92	22.9	C

Table 24-5A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Tenth Ave. @ 43rd St.	EB	L	0.03	17.2	B	EB	L	0.03	17.3	B	EB	L	0.03	17.3	B
	WB	TR	0.56	116.5	F	WB	TR	0.57	117.6	F	WB	TR	0.57	117.6	F
	NB	LT	1.26	193.4	F	NB	LT	1.28	199.3	F	NB	LT	1.00	33.6	C
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.09	13.1	B	WB (22nd)	R	0.09	13.1	B	WB (22nd)	R	0.09	13.1	B
	NB (11th)	T	0.08	26.3	C	NB (11th)	T	0.12	26.9	C	NB (11th)	T	0.12	26.9	C
	SB (11th)	T	0.52	38.7	D	SB (11th)	T	0.53	38.9	D	SB (11th)	T	0.53	38.9	D
	SB (11th)	TR	0.40	38.5	D	SB (11th)	TR	0.38	38.2	D	SB (11th)	TR	0.38	38.2	D
	NB (9A)	T	1.05	111.8	F	NB (9A)	T	1.07	119.1	F	NB (9A)	T	1.07	119.1	F
	SB (9A)	T	0.96	32.2	C	SB (9A)	T	0.96	32.6	C	SB (9A)	T	0.96	32.6	C
Eleventh Ave. @ 24th St.	EB	R	0.19	26.3	C	EB	R	0.19	26.3	C	EB	R	0.20	27.2	C
	NB	L	0.29	27.2	C	NB	L	0.29	27.2	C	NB	L	0.30	28.1	C
	SB	L	0.27	4.7	A	SB	L	0.28	4.8	A	SB	L	0.28	4.8	A
	SB	TR	1.40	283.7	F	SB	TR	1.45	307.4	F	SB	TR	1.39	280.7	F
Eleventh Ave. @ 29th St.	WB	LT	0.90	43.7	D	WB	LT	0.99	60.7	E	WB	LT	0.92	43.6	D
	SB	TR	0.54	16.2	B	SB	TR	0.59	16.8	B	SB	TR	0.64	19.9	B
Eleventh Ave. @ 30th St.	EB	TR	1.23	364.3	F	EB	TR	1.38	432.8	F	EB	TR	0.63	22.0	C
	SB	LT	1.14	159.4	F	SB	LT	1.29	224.4	F	SB	LT	1.13	149.7	F
Eleventh Ave. @ 33rd St.	WB	L	0.87	67.9	E	WB	L	1.16	287.8	F	WB	L	0.77	42.0	D
	WB	LT	0.91	52.5	D	WB	LT	1.09	188.2	F	WB	LT	0.75	30.3	C
	SB	TR	0.49	5.9	A	SB	TR	0.57	6.4	A	SB	TR	0.69	14.7	B
Eleventh Ave. @ 37th St.	EB	LR	0.16	28.2	C	EB	LR	0.16	28.2	C	EB	LR	0.15	26.3	C
	WB	L	0.81	61.4	E	WB	L	0.89	72.1	E	WB	L	0.79	53.9	D
	WB	R	0.49	38.9	D	WB	R	0.49	38.9	D	WB	R	0.45	34.9	C
	NB	T	0.07	6.0	A	NB	T	0.07	6.0	A	NB	T	0.08	6.8	A
	SB	T	0.54	9.5	A	SB	T	0.56	9.8	A	SB	T	0.58	11.1	B
Eleventh Ave. @ 42nd St.	EB	TR	0.72	31.2	C	EB	TR	0.73	31.4	C	EB	TR	0.75	33.6	C
	WB	L	0.47	19.2	B	WB	L	0.51	20.2	C	WB	L	0.53	21.5	C
	WB	LT	0.41	15.2	B	WB	LT	0.41	15.2	B	WB	LT	0.43	16.0	B
	SB	LT	1.01	110.8	F	SB	LT	1.04	120.1	F	SB	LT	1.02	108.7	F
	SB	R	0.74	46.7	D	SB	R	0.74	47.4	D	SB	R	0.67	38.1	D
Eleventh Ave. @ 46th St.	EB	LTR	0.55	33.3	C	EB	LTR	0.56	33.5	C	EB	LTR	0.63	37.1	D
	NB	TR	0.06	6.0	A	NB	TR	0.06	6.0	A	NB	TR	0.06	5.3	A
	SB	L	0.17	7.1	A	SB	L	0.18	7.1	A	SB	L	0.17	6.2	A
	SB	T	0.94	34.8	C	SB	T	0.97	45.3	D	SB	T	0.93	31.3	C
Eleventh Ave. @ 47th St.	WB	LTR	0.98	68.6	E	WB	LTR	1.00	74.2	E	WB	LTR	0.95	60.9	E
	NB	L	0.23	12.8	B	NB	L	0.24	13.6	B	NB	L	0.24	14.0	B
	NB	T	0.08	6.1	A	NB	T	0.08	6.1	A	NB	T	0.08	6.5	A
	SB	**TR**	**0.95**	**38.8**	**D**	**SB**	**TR**	**0.97**	**49.3**	**D**	**SB**	**T**	**0.90**	**27.5**	**C**
											SB	**R**	**0.06**	**6.4**	**A**
Eleventh Ave. @ 57th St.	**EB**	**L**	**0.66**	**31.1**	**C**	**EB**	**L**	**0.66**	**31.1**	**C**	**EB**	**L**	**0.68**	**33.7**	**C**
	EB	**TR**	**0.94**	**63.4**	**E**	**EB**	**TR**	**0.95**	**66.6**	**E**	**EB**	**T**	**0.73**	**39.0**	**D**
											EB	**R**	**0.13**	**24.6**	**C**
	WB	L	1.21	599.3	F	WB	L	1.21	602.9	F	WB	L	1.17	575.1	F
	WB	TR	0.77	35.8	D	WB	TR	0.77	35.8	D	WB	TR	0.81	38.4	D
	NB	L	0.90	98.7	D	NB	L	0.90	98.7	F	NB	L	0.90	98.2	D
	NB	TR	0.57	20.6	B	NB	TR	0.58	20.7	C	NB	TR	0.56	19.8	B
	SB	L	1.06	105.4	E	SB	L	1.07	109.1	F	SB	L	1.02	94.8	E
	SB	TR	1.01	54.5	C	SB	TR	1.02	57.7	E	SB	TR	1.00	50.4	C
Twelfth Ave. @ 24th St.	WB	L	0.51	47.4	D	WB	L	0.49	46.9	D	WB	L	0.53	50.2	D
	WB	LTR	0.49	47.4	D	WB	LTR	0.49	47.4	D	WB	LTR	0.54	50.8	D
	WB	R	0.49	47.9	D	WB	R	0.51	48.7	D	WB	R	0.55	52.3	D
	NB	TR	1.02	102.9	F	NB	TR	1.04	109.4	F	NB	TR	1.01	83.7	F
	SB	L	0.79	91.6	F	SB	L	0.79	91.6	F	SB	L	0.79	91.6	E
	SB	T	1.13	177.6	F	SB	T	1.14	178.5	F	SB	T	1.10	160.2	D

Table 24-5A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Twelfth Ave. @ 29th St.	WB	LR	1.51	772.5	F	WB	LR	1.79	892.9	F	WB	LR	1.58	739.4	F
	NB	T	0.61	10.6	B	NB	T	0.62	10.7	B	NB	T	0.64	12.5	B
	SB	T	0.81	15.4	B	SB	T	0.81	15.4	B	SB	T	0.84	18.2	B
Twelfth Ave. @ 30th St.	NB	TR	0.80	17.0	B	NB	TR	0.80	16.8	B	NB	TR	0.81	17.7	B
	SB	L	1.37	388.4	F	SB	L	1.47	429.7	F	SB	L	1.38	382.1	F
	SB	TR	0.86	19.7	B	SB	TR	0.86	19.7	B	SB	TR	0.87	20.9	C
Twelfth Ave. @ 37th St.	EB	LR	0.15	43.3	D	EB	LR	0.14	43.1	D	EB	LR	0.14	44.1	D
	EB	R	0.13	43.4	D	EB	R	0.14	43.6	D	EB	R	0.15	44.7	D
	NB	L	0.20	50.4	D	NB	L	0.20	50.4	D	NB	L	0.20	50.4	D
	NB	T	0.81	21.0	C	NB	T	0.83	21.8	C	NB	T	0.83	21.8	C
	SB	TR	1.10	128.2	F	SB	TR	1.11	132.1	F	SB	TR	1.10	124.2	F
Twelfth Ave. @ 41st St.	EB	LR	0.02	24.9	C	EB	LR	0.02	24.9	C	EB	LR	0.02	25.5	C
	WB	L	0.09	37.8	D	WB	L	0.09	37.8	D	WB	L	0.09	37.8	D
	WB	R	0.46	44.3	D	WB	R	0.46	44.3	D	WB	R	0.46	44.3	D
	NB	T	1.10	138.4	F	NB	T	1.12	147.4	F	NB	T	1.08	126.8	F
	SB	T	1.10	107.6	F	SB	T	1.11	111.6	F	SB	T	1.10	103.7	F
Twelfth Ave. @ 42nd St.	EB	LTR	0.08	32.4	C	EB	LTR	0.08	32.4	C	EB	LTR	0.08	32.4	C
	WB	L	0.60	45.7	D	WB	L	0.61	45.8	D	WB	L	0.61	45.8	D
	WB	R	0.62	22.7	C	WB	R	0.62	22.7	C	WB	R	0.63	23.6	C
	NB	T	1.12	141.5	F	NB	T	1.14	150.2	F	NB	T	1.12	138.4	F
	NB	R	0.50	33.0	C	NB	R	0.51	33.4	C	NB	R	0.50	32.3	C
	SB	L	0.46	43.2	D	SB	L	0.46	43.2	D	SB	L	0.48	44.4	D
	SB	T	0.93	27.0	C	SB	T	0.94	28.0	C	SB	T	0.94	28.0	C
Twelfth Ave.@ 46th St.	EB	LTR	0.13	36.0	D	EB	LTR	0.13	36.0	D	EB	LTR	0.13	36.8	D
	NB	TR	1.13	177.9	F	NB	TR	1.15	185.6	F	NB	TR	1.13	176.2	F
	SB	L	0.65	76.4	E	SB	L	0.65	76.4	E	SB	L	0.65	76.4	E
	SB	T	0.73	17.4	B	SB	T	0.73	17.6	B	SB	T	0.73	16.7	B
Twelfth Ave. @ 54th St.	EB	R	0.00	6.7	A	EB	R	0.00	6.7	A	EB	R	0.00	6.3	A
	WB	R	0.34	40.6	D	WB	R	0.34	40.6	D	WB	R	0.35	41.7	D
	NB	TR	1.05	118.1	F	NB	TR	1.06	121.7	F	NB	TR	1.05	115.4	F
	SB	L	0.47	43.0	D	SB	L	0.47	43.2	D	SB	L	0.49	44.5	D
	SB	T	0.74	14.5	B	SB	T	0.75	14.6	B	SB	T	0.74	13.9	B
Hudson Blvd NB @ 33rd St.	WB	TR	0.88	23.9	C	WB	TR	1.00	45.9	D	WB	TR	0.99	40.9	D
	NB	LT	0.29	39.0	D	NB	LT	0.32	42.6	D	NB	LT	0.34	45.0	D
Broadway @ 35th St.	WB	L	0.09	20.6	C	WB	L	0.09	20.6	C	WB	L	0.08	19.1	B
	WB	T	1.29	193.9	F	WB	T	1.37	225.6	F	WB	T	1.28	187.7	F
	SB	T	0.33	10.4	B	SB	T	0.33	10.4	B	SB	T	0.35	11.9	B
	SB	R	0.35	10.9	B	SB	R	0.35	10.9	B	SB	R	0.37	12.7	B
Dyer Ave @ 36th St.	EB	TR	0.78	97.6	F	EB	LTR	0.83	115.2	F	EB	LTR	0.80	96.6	F
	NB	TR	0.27	31.3	C	NB	TR	0.27	31.3	C	NB	TR	0.27	31.3	C
	SB	L	0.36	28.3	C	SB	L	0.39	28.9	C	SB	L	0.41	30.0	C
	SB	LT	0.47	28.3	C	SB	LT	0.47	28.3	C	SB	LT	0.49	29.3	C
	SB	R	0.33	10.0	A	SB	R	0.33	10.0	A	SB	R	0.33	10.5	B

Notes:

Bold Indicates changed movements between conditions

Unmitigated approach movements denoted by shading

Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-5B
2019 Future with the Proposed Actions: Approach Movement Operations With and Without Proposed Mitigation (Weekday Midday Peak Hour) Unsignalized Intersections[1]

Intersection	2019 Future Without the Proposed Actions			2019 Future With the Proposed Actions			2019 Future With the Proposed Actions and Mitigation		
	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS
Twelfth Ave. @ 33rd St.	WB	29.0	D	WB	928.6	F	WB	26.1	C
	NB	--	--	NB	--	--	NB	36.7	D
Twelfth Ave. @ 47th St.	WB	31.5	D	WB	35.0	D	WB	32.8	C
	NB	--	--	NB	--	--	NB	43.4	D

Table 24-5C
2019 Future with the Proposed Actions: Proposed Mitigation Measures (Weekday Midday Peak Hour)[1]

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
Sixth Ave. @ 34th St.	Impact cannot be fully mitigated (NB Through)	
Seventh Ave. @ 29th St.	WB: G=36 SB: G=44	WB: G=37 SB: G=43
Seventh Ave. @ 30th St.	WB: G=36 SB: G=44	WB: G=38 SB: G=42
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
Seventh Ave. @ 34th St.	EB/WB: G=35 SB: G=44	EB/WB: G=37 SB: G=42
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12') – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12') – Restriping by prohibiting parking on the south side of 36th St.
Eighth Ave. @ 29th St.	WB: G=40 NB: G=40	WB: G= 41 NB: G=39
Eighth Ave. @ 30th St.	EB: G=40 NB: G=40	EB: G=41 NB: G=39
Eighth Ave. @ 31st St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 34th St.	EB/WB: G=40 NB: G= 33	EB/WB: G=39 NB: G=34
Eighth Ave. @ 35th St.	WB: G=40 NB: G=40	WB: G=41 NB: G=39
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe

[1] This table has been revised for the FEIS.

Table 24-5C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Ninth Ave. @ 29th St.	WB: G=35 SB: G=45	WB: G=34 SB: G=46
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=28 SBT: G=28 SB: G=17
Ninth Ave. @ 31st St.	WB: G=30 SB: G=50	WB: G=34 SB: G=46
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	EB/WB: G=30 SB: G=35	EB/WB: G=32 SB: G=33
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 36th St.	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: G=31 SB: G=49
Ninth Ave. @ 42nd St.	Impacts cannot be fully mitigated (EB TR, WB DefL, SB LTR)	
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=33 NB: G=47
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 29th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 33rd St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
	WB: G=32 NB: G=48	WB: G=30 NB: G=50
Tenth Ave. @ 34th St.	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe
	EB/WB: G=30 NB: G=50	EB/WB: G=32 NB: G=48
Tenth Ave. @ 35th St.	NB (4 Lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from daylighting the east side of Tenth Ave.
	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 36th St.	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, TR – An additional lane from enforcing the existing parking prohibition on the east side of Tenth Ave. during the MD.
	EB: G=30 NB: G=50	EB: G=31 NB: G=49

Table 24-5C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Tenth Ave. @ 38th St.	EB: G=30 NB: G=50	EB: G=25 NB: G=55
Tenth Ave. @ 40th St.*	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach. (10' each)
Tenth Ave. @ 42nd St.	EB/WB: G=28 NB: G=45	EB/WB: G=29 NB: G=44
Tenth Ave. @ 43rd St.	NB (4 lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from prohibiting parking on the west side of Tenth Ave.
Eleventh/Twelfth Ave. @ 22nd St.	Impact cannot be fully mitigated (NB Through)	
Eleventh Ave. @ 24th St.	SBL&NBL&EBR: G=24 SB: G=27	SBL&NBL&EBR: G=23 SB: G=28
Eleventh Ave. @ 29th St.	WB: G=40 SB: G=40	WB: G=43 SB: G=37
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 33rd St.	WB: G=25 SB: G=55	WB: G=35 SB: G=45
Eleventh Ave. @ 37th St.	EB/WB: G=22 NB/SB: G=58	EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 42nd St.	EB/WB: G=33 SB: G=35	EB/WB: G=32 SB: G=36
Eleventh Ave. @ 44th St.*	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 46th St.	EB: G=22 NB/SB: G=58	WB: G=20 NB/SB: G=60
Eleventh Ave. @ 47th St.	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
	WB: G=22 SB/NB: G=58	WB: G=23 SB/NB: G=57
Eleventh Ave. @ 54th St.*	EB (1 lane): LTR (10')	DAYLIGHTING parking lane during the PM, allows vehicles full use of EB approach, EB (1 lane): LTR (14')
Eleventh Ave. @ 57th St.	EB: (2 Lanes) L, TR	EB: (3 Lanes) L, T, R – An additional lane from prohibiting parking on the south side of 57th St., and restripe
	EB/WB: G=27 NB/SB: G=40	EB/WB: G=26 NB/SB: G=41
Twelfth Ave. @ 24th St.	WB: G=26 NB/SB: G=62 NB T&R: G=2 SBL: G=10	WB: G=24 NB/SB: G=64 NB T&R: G=2 SBL: G=10
Twelfth Ave. @ 29th St.	WB: G=26 NB/SB: G=83	WB: G=29 NB/SB: G=80
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB Through: G=79 SB Left: 14	EB: G=11 NB/SB Through: G=78 SB Left: 15
Twelfth Ave. @ 33rd St.	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	Signalized WB: G=50 NB: G=60
Twelfth Ave. @ 37th St.	EB: G= 21 NB T & L only: G=14 NB & SB: G=52 SB TR: G=13	EB: G= 20 NB T & L only: G=14 NB & SB: G=52 SB TR: G=14

Table 24-5C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 41st St.	EB/WB: G=26 EB only: G=11 NB/SB: G=50 SB only: G= 12	EB/WB: G=26 EB only: G=10 NB/SB: G=52 SB only: G= 11
Twelfth Ave. @ 42nd St.	EB/WB: G=33 NB/SBT: G=45 SB/WBR: G=26	EB/WB: G=33 NB/SBT: G=46 SB/WBR: G=25
Twelfth Ave. @ 46th St.	EB: G=19 N/S: G=65	EB: G=18 N/S: G=66
Twelfth Ave. @ 47th St.*	Unsignalized	Signalized WB: G=45 NB: G=65
Twelfth Ave. @ 54th St.	SB left and WB right: G=29 SB T, NB TR, EB R: G=80	SB left and WB right: G=28 SB T, NB TR, EB R: G=81
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=33 SB: G=47
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.
Dyer Ave @ 36th St.	EB: G= 26 SB: G=25 NB: G=24	EB: G=27 SB: G=24 NB: G=24

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-6A
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections[1]

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Sixth Ave. @ 28th St.	EB	LT	1.31	381.6	F	EB	LT	1.36	400.9	F	EB	LT	1.33	378.9	F
	NB	TR	0.84	20.0	C	NB	TR	0.85	20.3	C	NB	TR	0.87	22.1	C
Sixth Ave. @ 30th St.	**EB**	**LT**	**1.28**	**318.7**	**F**	**EB**	**LT**	**1.39**	**365.6**	**F**	**EB**	**L**	**0.46**	**17.5**	**B**
											EB	**T**	**0.89**	**128.5**	**F**
	NB	TR	0.93	31.4	C	NB	TR	0.93	31.9	C	NB	TR	0.93	31.9	C
Sixth Ave. @ 34th St.	EB	T	0.52	15.3	B	EB	T	0.54	15.8	B	EB	T	0.58	16.7	B
	WB	TR	0.60	15.6	B	WB	TR	0.61	15.9	B	WB	TR	0.63	16.3	B
	NB	T	1.28	251.1	F	NB	T	1.30	258.4	F	NB	T	1.30	258.4	F
	SB	T	1.81	579.6	F	SB	T	1.81	579.6	F	SB	T	1.81	579.6	F
Sixth Ave. @ 36th St.	EB	L	1.01	128.0	F	EB	L	1.03	169.6	F	EB	L	0.93	68.9	E
	EB	T	0.64	22.0	C	EB	T	0.69	23.2	C	EB	T	0.65	21.1	C
	NB	TR	0.61	17.0	B	NB	TR	0.62	17.1	B	NB	TR	0.65	19.2	B
Seventh Ave. @ 29th St.	WB	LT	1.51	479.9	F	WB	LT	1.56	503.6	F	WB	LT	1.52	476.7	F
	SB	TR	0.70	15.6	B	SB	TR	0.71	15.8	B	SB	TR	0.72	16.9	B
Seventh Ave. @ 30th St.	EB	T	1.25	372.4	F	EB	T	1.39	429.4	F	EB	T	1.28	364.3	F
	EB	R	0.75	206.4	F	EB	R	0.79	228.8	F	EB	R	0.71	159.0	F
	SB	LT	0.65	14.8	B	SB	LT	0.65	14.8	B	SB	LT	0.70	18.1	B
Seventh Ave. @ 31st St.	**WB**	**LT**	**1.21**	**332.1**	**F**	**WB**	**LT**	**1.25**	**348.4**	**F**	**WB**	**L**	**0.37**	**20.0**	**B**
											WB	**T**	**0.92**	**45.9**	**F**
	SB	TR	0.83	20.7	C	SB	TR	0.83	20.7	C	SB	TR	0.83	20.8	C
Seventh Ave. @ 33rd St.	**WB**	**LT**	**1.14**	**522.1**	**F**	**WB**	**LT**	**1.16**	**526.3**	**F**	**WB**	**L**	**0.70**	**50.9**	**D**
											WB	**T**	**0.61**	**36.9**	**F**
	SB	TR	1.08	95.3	F	SB	TR	1.11	107.4	F	SB	TR	0.81	8.5	B
Seventh Ave. @ 35th St.	WB	L	0.59	30.6	C	WB	L	0.59	30.6	C	WB	L	0.59	30.6	C
	WB	LT	1.38	474.4	F	WB	LT	1.47	514.9	F	WB	T	1.19	342.5	F
	SB	TR	0.85	17.9	B	SB	TR	0.86	18.4	B	SB	TR	0.86	18.5	B
Seventh Ave. @ 36th St.	EB	TR	1.26	415.8	F	EB	TR	1.32	436.8	F	EB	TR	1.13	321.6	F
	SB	LT	0.83	18.9	B	SB	LT	0.85	19.5	B	SB	LT	0.85	19.5	B
Eighth Ave. @ 29th St.	WB	TR	1.80	625.3	F	WB	TR	1.85	642.9	F	WB	TR	1.80	614.0	F
	NB	LT	0.77	17.0	B	NB	LT	0.78	17.4	B	NB	LT	0.80	18.7	B
Eighth Ave. @ 30th St.	EB	LT	1.31	399.6	F	EB	LT	1.37	415.8	F	EB	LT	1.33	393.6	F
	NB	TR	0.84	20.7	C	NB	TR	0.84	20.8	C	NB	TR	0.88	24.6	C
Eighth Ave. @ 31st St.	**WB**	**TR**	**1.09**	**324.7**	**F**	**WB**	**TR**	**1.11**	**328.8**	**F**	**WB**	**T**	**0.63**	**22.5**	**F**
											WB	**R**	**1.09**	**423.5**	**F**
	NB	LT	1.09	120.7	F	NB	LT	1.10	121.8	F	NB	LT	1.07	109.2	F
Eighth Ave. @ 33rd St.	WB	TR	0.54	16.1	B	WB	TR	0.57	16.7	B	WB	TR	0.59	17.5	B
	NB	LT	1.26	212.8	F	NB	LT	1.28	219.5	F	NB	LT	1.24	200.4	F

[1] This table has been revised for the FEIS.

Table 24-6A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Eighth Ave. @ 34th St.	EB	T	0.63	24.0	C	EB	T	0.67	25.2	C	EB	T	0.73	28.6	C
	WB	T	0.48	18.9	B	WB	T	0.49	19.1	B	WB	T	0.51	20.1	C
	WB	R	0.71	33.9	C	WB	R	0.71	33.9	C	WB	R	0.80	42.0	D
	NB	LTR	1.12	147.9	F	NB	LTR	1.12	150.7	F	NB	LTR	1.09	135.2	F
Eighth Ave. @ 35th St.	WB	TR	1.69	639.1	F	WB	TR	1.77	673.7	F	WB	TR	1.71	636.9	F
	NB	LT	0.76	13.0	B	NB	LT	0.77	13.1	B	NB	LT	0.79	14.4	B
Eighth Ave @ 36th St.	EB	LT	1.43	509.3	F	EB	LT	1.52	549.9	F	EB	LT	1.36	447.0	F
	NB	TR	0.89	19.9	B	NB	TR	0.90	20.3	C	NB	TR	0.90	20.7	C
Eighth Ave. @ 38th St.	EB	LT	0.56	21.9	C	EB	LT	0.59	22.5	C	EB	LT	0.63	24.7	C
	NB	TR	1.01	81.6	F	NB	TR	1.03	97.7	F	NB	TR	0.99	33.0	C
Ninth Ave. @ 28th St.	**EB**	**TR**	**0.94**	**53.6**	**D**	**EB**	**TR**	**1.02**	**143.4**	**F**	**EB**	**T**	**0.72**	**30.1**	**D**
											EB	**R**	**0.21**	**18.0**	**B**
	SB	L	0.83	34.5	C	SB	L	0.83	35.0	D	SB	L	0.83	35.0	C
	SB	T	0.63	15.1	B	SB	T	0.64	15.3	B	SB	T	0.64	15.3	B
Ninth Ave. @ 30th St.	EB	TR	1.00	395.1	F	EB	TR	1.11	429.8	F	EB	TR	1.03	376.3	F
	SB	L	2.35	756.6	F	SB	L	2.37	767.4	F	SB	L	2.24	704.2	F
	SB	T	0.87	19.9	B	SB	T	0.88	20.4	C	SB	T	0.66	14.8	B
Ninth Ave. @ 31st St.	WB	LTR	1.47	509.3	F	WB	LTR	1.49	519.3	F	WB	LTR	1.44	487.2	F
	SB	TR	0.81	13.4	B	SB	TR	0.81	13.4	B	SB	TR	0.83	14.8	B
Ninth Ave. @ 33rd St.	**WB**	**LT**	**1.75**	**633.6**	**F**	**WB**	**LT**	**1.83**	**665.2**	**F**	**WB**	**L**	**1.11**	**521.5**	**F**
											WB	**T**	**1.19**	**366.4**	**F**
	SB	TR	0.71	11.2	B	SB	TR	0.73	11.4	B	SB	TR	0.92	18.7	B
Ninth Ave. @ 34th St.	EB	T	0.64	32.3	C	EB	T	0.68	34.0	C	EB	T	0.67	31.9	C
	EB	R	1.97	727.2	F	EB	R	2.04	753.1	F	EB	R	1.86	649.5	F
	WB	LT	1.08	330.0	F	WB	LT	1.11	343.1	F	WB	LT	1.08	319.3	F
	SB	**LTR**	**1.36**	**262.4**	**F**	**SB**	**LTR**	**1.38**	**271.3**	**F**	**SB**	**LT**	**1.09**	**144.3**	**F**
											SB	**R**	**1.81**	**539.5**	**F**
Ninth Ave. @ 35th St.	WB	LT	1.59	604.5	F	WB	LT	1.67	632.3	F	WB	LT	1.61	596.3	F
	SB	TR	0.74	17.7	B	SB	TR	0.76	18.2	B	SB	TR	0.78	20.3	C
Ninth Ave. @ 36th St.	EB	TR	1.17	200.2	F	EB	TR	1.26	238.3	F	EB	TR	1.18	197.0	F
	SB	**LT**	**1.01**	**79.8**	**E**	**SB**	**LT**	**1.02**	**82.9**	**F**	**SB**	**L**	**0.39**	**11.1**	**B**
											SB	**T**	**0.90**	**29.5**	**C**
Ninth Ave. @ 37th St.	WB	LT	1.17	463.9	F	WB	LT	1.19	470.1	F	WB	LT	1.15	440.3	F
	SB	T	0.87	22.6	C	SB	T	0.88	23.4	C	SB	T	0.91	25.9	C
	SB	TR (LnT)	1.21	253.4	F	SB	TR (LnT)	1.21	253.4	F	SB	TR (LnT)	1.28	289.4	F
Ninth Ave. @ 42nd St.	EB	TR	0.79	35.0	C	EB	TR	0.80	35.8	D	EB	TR	0.78	33.6	C
	WB	DefL	1.38	802.7	F	WB	DefL	1.42	833.3	F	WB	DefL	1.36	784.8	F
	WB	T	0.47	21.2	C	WB	T	0.48	21.3	C	WB	T	0.47	20.4	C
	SB	**LTR**	**1.17**	**168.9**	**F**	**SB**	**LTR**	**1.18**	**173.9**	**F**	**SB**	**LT**	**1.16**	**164.0**	**F**
											SB	**R**	**0.24**	**21.0**	**C**

Table 24-6A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Ave. @ 26th St.	EB	LT	1.20	433.6	F	EB	LT	1.25	448.7	F	EB	LT	1.21	422.7	F
	NB	TR	0.50	10.0	A	NB	TR	0.50	10.0	B	NB	TR	0.51	10.8	B
Tenth Ave. @ 28th St.	EB	LT	1.04	225.7	F	EB	LT	1.13	394.8	F	EB	LT	0.88	43.1	D
	NB	TR	0.59	9.7	A	NB	TR	0.59	9.8	A	NB	TR	0.71	17.4	B
Tenth Ave. @ 29th St.	WB	TR	1.17	435.8	F	WB	TR	1.24	455.3	F	WB	TR	1.19	426.9	F
	NB	LT	0.44	8.3	A	NB	LT	0.45	8.3	A	NB	LT	0.46	9.0	A
Tenth Ave. @ 30th St.	EB	LT	2.90	1149.0	F	EB	LT	3.45	1399.0	F	EB	LT	1.54	512.1	F
	NB	T	0.41	8.0	A	NB	T	0.42	8.1	A	NB	T	0.42	8.1	A
	NB	R	1.31	271.8	F	NB	R	1.34	285.9	F	NB	R	0.89	33.3	E
Tenth Ave. @ 31st St.	WB	R	2.39	857.9	F	WB	R	2.59	958.3	F	WB	R	2.38	843.9	F
	NB	T	0.90	18.1	B	NB	T	0.95	23.0	C	NB	T	0.99	32.8	C
Tenth Ave. @ 33rd St.	**WB**	**TR**	**0.91**	**44.4**	**D**	**WB**	**TR**	**0.98**	**56.4**	**E**	**WB**	**TR**	**0.73**	**32.0**	**C**
											WB	**R**	**0.65**	**39.9**	**D**
	NB	LT	1.06	150.3	F	NB	LT	1.12	170.7	F	NB	LT	1.07	148.4	F
Tenth Ave. @ 34th St.	EB	DefL	1.00	101.2	F	EB	DefL	1.25	934.2	F	EB	DefL	1.22	902.0	F
	EB	T	0.43	26.1	C	EB	T	0.46	26.7	C	EB	T	0.48	26.3	C
	WB	T	0.64	29.1	C	WB	T	0.67	29.9	C	WB	T	0.67	29.1	C
	WB	R	2.30	874.8	F	WB	R	2.34	897.4	F	WB	R	2.25	842.3	F
	NB	**LTR**	**1.35**	**219.2**	**F**	**NB**	**LTR**	**1.40**	**241.9**	**F**	**NB**	**LT**	**1.27**	**185.0**	**F**
											NB	**R**	**0.42**	**11.2**	**B**
Tenth Ave. @ 35th St.	WB	TR	1.04	227.2	F	WB	TR	1.16	274.7	F	WB	TR	1.06	219.4	F
	NB	LT	0.88	14.8	B	NB	LT	0.91	16.5	B	NB	LT	0.97	25.2	C
Tenth Ave. @ 36th St.	EB	LT	0.40	24.5	C	EB	LT	0.43	25.0	C	EB	LT	0.48	28.0	C
	NB	TR	1.31	208.7	F	NB	TR	1.38	241.8	F	NB	TR	1.29	197.5	F
Tenth Ave. @ 37th St.	WB	TR	0.69	30.7	C	WB	TR	0.71	31.3	C	WB	TR	0.77	35.5	D
	NB	LT	1.67	375.4	F	NB	LT	1.72	398.7	F	NB	LT	1.64	359.9	F
Tenth Ave. @ 38th St.	EB	LT	0.42	24.9	C	EB	LT	0.44	25.2	C	EB	LT	0.48	27.2	C
	NB	TR	1.72	395.9	F	NB	TR	1.77	419.9	F	NB	TR	1.69	379.5	F
Tenth Ave. @ 39th St.	WB	T	2.00	1497.0	F	WB	T	2.14	1560.0	F	WB	T	2.14	1560.0	F
	WB	R	1.82	1059.0	F	WB	R	1.83	1064.0	F	WB	R	1.83	1064.0	F
	NB	LT	1.65	400.2	F	NB	LT	1.69	420.3	F	NB	LT	1.70	422.1	F
Tenth Ave. @ 40th St.	**EB**	**LT**	**0.44**	**64.0**	**F**	**EB**	**LT**	**0.44**	**64.3**	**E**	**EB**	**L**	**0.41**	**24.1**	**C**
											EB	**T**	**0.37**	**73.9**	**E**
	NB	TR	1.65	393.8	F	NB	TR	1.69	412.8	F	NB	TR	1.57	355.1	F
Tenth Ave. @ 41st St.	WB	T	1.25	510.0	F	WB	T	1.25	510.0	F	WB	T	1.25	510.0	F
	WB	R	0.28	13.8	B	WB	R	0.28	13.8	B	WB	R	0.28	13.8	B
	NB	L	1.55	469.6	F	NB	L	1.55	469.6	F	NB	L	1.55	469.6	F
	NB	T	1.04	106.2	F	NB	T	1.07	115.6	F	NB	T	1.07	116.7	F

Table 24-6A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Ave. @ 42nd St.	EB	LT	1.88	647.7	F	EB	LT	1.89	650.8	F	EB	LT	1.77	582.1	F
	WB	TR	0.73	34.7	C	WB	TR	0.73	34.9	C	WB	TR	0.71	33.0	C
	WB	T (LnT)	1.29	804.6	F	WB	T (LnT)	1.28	793.6	F	WB	T (LnT)	1.09	639.8	F
	NB	LTR	0.80	16.1	B	NB	LTR	0.82	16.5	B	NB	LTR	0.84	17.9	B
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.07	12.8	B	WB (22nd)	R	0.07	12.8	B	WB (22nd)	R	0.07	12.8	B
	NB (11th)	T	0.10	26.6	C	NB (11th)	T	0.10	26.6	C	NB (11th)	T	0.10	26.6	C
	SB (11th)	T	0.78	62.3	E	WB (11th)	T	0.79	62.6	E	WB (11th)	T	0.79	62.6	E
	SB (11th)	TR	0.65	63.4	E	WB (11th)	TR	0.70	66.1	E	WB (11th)	TR	0.70	66.1	E
	NB (9A)	T	1.16	149.4	F	NB (9A)	T	1.18	154.4	F	NB (9A)	T	1.18	154.4	F
	SB (9A)	T	0.89	23.3	C	SB (9A)	T	0.89	23.7	C	SB (9A)	T	0.89	23.7	C
Eleventh Ave. @ 24th St.	EB	R	0.27	27.2	C	EB	R	0.27	27.2	C	EB	R	0.28	28.2	C
	NB	L	0.35	28.0	C	NB	L	0.35	28.0	C	NB	L	0.37	29.0	C
	SB	L	0.25	4.5	A	SB	L	0.27	4.7	A	SB	L	0.27	4.7	A
	SB	TR	1.33	251.0	F	SB	TR	1.39	276.2	F	SB	TR	1.33	250.4	F
Eleventh Ave. @ 29th St.	WB	LT	1.02	138.4	F	WB	LT	1.11	299.5	F	WB	LT	0.87	29.9	C
	SB	TR	0.48	15.4	B	SB	TR	0.54	16.1	B	SB	TR	0.75	28.8	C
Eleventh Ave. @ 30th St.	EB	TR	0.98	59.5	E	EB	TR	1.15	325.3	F	EB	TR	0.54	20.6	C
	SB	LT	1.05	117.8	F	SB	LT	1.23	194.2	F	SB	LT	1.05	110.3	F
Eleventh Ave. @ 33rd St.	WB	L	0.63	38.7	D	WB	L	0.92	77.4	E	WB	L	0.70	36.7	D
	WB	LT	0.73	35.9	D	WB	LT	1.06	170.2	F	WB	LT	0.70	28.5	C
	SB	TR	0.48	5.8	A	SB	TR	0.57	6.4	A	SB	TR	0.69	14.0	B
Eleventh Ave. @ 34th St.	EB	L	0.40	20.6	C	EB	L	0.57	26.0	C	EB	L	0.54	23.3	C
	EB	TR	0.37	27.0	C	EB	TR	0.59	31.6	C	EB	TR	0.56	29.3	C
	WB	L	0.62	29.4	C	WB	L	0.77	42.7	D	WB	L	0.79	43.7	D
	WB	TR	0.90	50.7	D	WB	TR	0.97	63.3	E	WB	TR	0.90	48.4	D
	SB	LT	0.81	25.6	C	SB	LT	0.89	29.9	C	SB	LT	0.94	35.9	D
	SB	R	0.36	18.9	B	SB	R	0.47	22.2	C	SB	R	0.50	24.6	C
Eleventh Ave. @ 37th St.	EB	LR	0.11	27.3	C	EB	LR	0.11	27.3	C	EB	LR	0.10	25.6	C
	WB	L	0.77	54.8	D	WB	L	0.88	68.3	E	WB	L	0.78	51.6	D
	WB	R	0.39	34.3	C	WB	R	0.39	34.3	C	WB	R	0.35	31.4	C
	NB	T	0.11	2.9	A	NB	T	0.12	2.9	A	NB	T	0.12	3.7	A
	SB	T	0.54	9.5	A	SB	T	0.57	9.8	A	SB	T	0.59	11.1	B
Eleventh Ave. @ 38th St.	NB	TR	1.31	523.6	F	NB	TR	1.42	578.0	F	NB	TR	1.26	471.1	F
	SB	LT	0.89	21.9	C	SB	LT	0.93	26.2	C	SB	LT	0.92	23.6	C

Table 24-6A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Eleventh Ave. @ 40th St.	EB	TR	0.94	75.5	E	EB	TR	1.01	131.9	F	EB	TR	1.01	131.9	F
	NB	R	1.07	255.8	F	NB	R	1.09	260.0	F	NB	R	1.09	260.0	F
	SB	L	1.00	130.0	F	SB	L	1.00	130.5	F	SB	L	1.00	130.5	F
	SB	TR	0.54	4.7	A	SB	TR	0.56	4.9	A	SB	TR	0.56	4.9	A
Eleventh Ave. @ 42nd St.	EB	TR	0.76	32.2	C	EB	TR	0.77	32.4	C	EB	TR	0.80	34.2	C
	WB	L	0.43	235.2	F	WB	L	0.41	227.7	F	WB	L	0.41	235.3	F
	WB	LT	0.51	103.7	F	WB	LT	0.53	109.7	F	WB	LT	0.53	111.5	F
	SB	T	0.79	26.1	C	SB	T	0.83	27.9	C	SB	T	0.83	27.9	C
	SB	R	0.92	78.7	E	SB	R	0.92	78.7	E	SB	R	0.82	59.8	E
	SB	LT (LnT)	1.31	271.1	F	SB	LT (LnT)	1.31	271.1	F	SB	LT (LnT)	1.31	271.1	F
Eleventh Ave. @ 44th St.	EB	LTR	1.13	503.4	F	EB	LTR	1.15	508.8	F	EB	LTR	0.90	53.9	F
	SB	L	0.14	6.5	A	SB	L	0.14	6.5	A	SB	L	0.13	5.4	A
	SB	T	1.26	170.0	F	SB	T	1.32	194.7	F	SB	T	1.25	163.2	F
	SB	T (LnT)	1.26	260.4	F	SB	T (LnT)	1.26	260.4	F	SB	T (LnT)	1.08	175.0	F
Eleventh Ave. @ 47th St.	WB	LTR	0.93	55.8	E	WB	LTR	0.96	61.1	E	WB	LTR	0.91	52.0	D
	NB	L	0.26	10.9	B	NB	L	0.26	10.9	B	NB	L	0.26	11.4	B
	NB	T	0.12	2.9	A	NB	T	0.12	2.9	A	NB	T	0.12	3.3	A
	SB	**TR**	**1.04**	**82.0**	**F**	**SB**	**TR**	**1.07**	**89.5**	**F**	**SB**	**T**	**0.99**	**34.3**	**E**
											SB	**R**	**0.07**	**6.5**	**A**
Eleventh Ave. @ 54th St.	EB	LTR	0.89	63.0	E	EB	LTR	0.92	67.5	E	EB	LTR	0.72	42.7	D
	NB	L	1.50	549.8	F	NB	L	1.54	576.2	F	NB	L	1.47	532.5	F
	NB	TR	0.39	4.1	A	NB	TR	0.40	4.1	A	NB	TR	0.39	3.6	A
	SB	L	0.34	10.0	A	SB	L	0.36	10.2	B	SB	L	0.35	9.7	A
	SB	TR	0.84	17.3	B	SB	TR	0.85	17.7	B	SB	TR	0.83	16.4	B
Eleventh Ave. @ 57th St.	**EB**	**L**	**0.54**	**35.3**	**D**	**EB**	**L**	**0.54**	**35.3**	**D**	**EB**	**L**	**0.57**	**38.5**	**D**
	EB	**TR**	**1.24**	**492.3**	**F**	**EB**	**TR**	**1.26**	**499.2**	**F**	**EB**	**T**	**0.64**	**35.7**	**D**
	EB					**EB**					**EB**	**R**	**0.59**	**37.2**	**D**
	WB	L	0.72	44.9	D	WB	L	0.73	45.8	D	WB	L	0.62	34.0	C
	WB	TR	0.83	38.6	D	WB	TR	0.83	38.6	D	WB	TR	0.90	47.1	D
	NB	L	1.15	351.8	F	NB	L	1.15	441.8	F	NB	L	1.15	166.4	F
	NB	TR	0.65	19.1	B	NB	TR	0.67	19.5	B	NB	TR	0.63	17.1	B
	SB	L	1.65	506.6	F	SB	L	1.70	533.0	F	SB	L	1.56	452.8	F
	SB	TR	1.13	95.3	F	SB	TR	1.14	100.0	F	SB	TR	1.09	77.3	E
Twelfth Ave. @ 24th St.	WB	L	0.67	71.0	E	WB	L	0.68	71.8	E	WB	L	0.68	71.8	E
	WB	LTR	0.66	71.0	E	WB	LTR	0.67	71.6	E	WB	LTR	0.67	71.6	E
	WB	R	0.69	72.9	E	WB	R	0.69	72.9	E	WB	R	0.69	72.9	E
	NB	TR	1.13	134.2	F	NB	TR	1.14	139.0	F	NB	TR	1.14	139.0	F
	SB	L	0.76	103.1	F	SB	L	0.76	103.1	F	SB	L	0.76	103.1	F
	SB	T	0.96	39.1	D	SB	T	0.97	39.8	D	SB	T	0.97	39.8	D

Table 24-6A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Twelfth Ave. @ 29th St.	WB	LR	2.01	1029.0	F	WB	LR	2.42	1209.0	F	WB	LR	2.12	1010.0	F
	NB	T	0.77	3.9	A	NB	T	0.78	4.0	A	NB	T	0.80	4.5	A
	SB	T	0.77	12.2	B	SB	T	0.77	12.3	B	SB	T	0.79	14.3	B
Twelfth Ave. @ 30th St.	NB	TR	0.94	9.9	A	NB	TR	0.97	13.3	B	NB	TR	1.00	21.2	C
	SB	L	1.39	446.8	F	SB	L	1.67	566.4	F	SB	L	1.41	421.9	F
	SB	TR	0.83	17.9	B	SB	TR	0.83	17.9	B	SB	TR	0.86	20.7	C
Twelfth Ave. @ 34th St.	WB	L	0.47	59.4	E	WB	L	0.47	59.5	E	WB	L	0.47	59.5	E
	WB	LR	0.45	58.6	E	WB	LR	0.50	60.3	E	WB	LR	0.50	60.4	E
	WB	R	0.59	49.6	D	WB	R	0.60	49.9	D	WB	R	0.59	48.8	D
	NB	T	0.96	23.6	C	NB	T	1.00	31.5	C	NB	T	1.00	32.4	F
	NB	R	0.14	7.1	A	NB	R	0.36	9.2	A	NB	R	0.38	10.0	A
	SB	L	1.13	635.7	F	SB	L	1.16	751.6	F	SB	L	1.08	437.5	F
	SB	T	0.84	16.6	B	SB	T	0.85	17.1	B	SB	T	0.85	17.1	B
Twelfth Ave. @ 41st St.	EB	LR	0.06	47.3	D	EB	LR	0.06	47.3	D	EB	LR	0.06	48.9	D
	WB	L	0.08	60.0	E	WB	L	0.08	60.0	E	WB	L	0.08	60.0	E
	WB	R	0.47	67.8	E	WB	R	0.47	67.8	E	WB	R	0.47	67.8	E
	NB	T	1.02	81.2	F	NB	T	1.06	92.3	F	NB	T	1.00	71.2	E
	SB	T	1.06	77.8	E	SB	T	1.08	82.9	F	SB	T	1.06	73.7	D
Twelfth Ave. @ 42nd St.	EB	LTR	0.08	46.7	D	EB	LTR	0.08	46.7	D	EB	LTR	0.08	46.7	D
	WB	L	0.66	65.3	E	WB	L	0.66	65.6	E	WB	L	0.66	65.6	E
	WB	R	0.85	66.0	E	WB	R	0.86	67.4	E	WB	R	0.86	67.4	E
	NB	T	0.98	30.7	C	NB	T	1.01	77.1	E	NB	T	1.01	77.1	E
	NB	R	0.30	11.5	B	NB	R	0.30	11.6	B	NB	R	0.31	11.6	B
	SB	L	1.34	434.1	F	SB	L	1.34	434.1	F	SB	L	1.34	434.1	F
	SB	T	0.93	24.8	C	SB	T	0.94	26.2	C	SB	T	0.94	26.2	B
Twelfth Ave. @ 43rd St.	WB	LTR	1.00	108.4	F	WB	LTR	1.01	149.5	F	WB	LTR	0.94	91.0	F
	NB	L	0.16	68.0	E	NB	L	0.16	68.0	E	NB	L	0.16	68.0	E
	NB	T	0.88	6.2	A	NB	T	0.91	7.2	A	NB	T	0.92	8.2	A
	SB	T	0.88	26.4	C	SB	T	0.89	27.0	C	SB	T	0.90	29.5	C
	SB	R	0.02	10.6	B	SB	R	0.02	10.6	B	SB	R	0.02	11.4	B
Twelfth Ave. @ 44th St.	NB	TR	0.97	12.3	B	NB	TR	0.99	17.1	B	NB	TR	1.00	19.7	C
	SB	L	1.02	189.3	F	SB	L	1.03	227.0	F	SB	L	0.99	109.3	F
	SB	T	0.76	13.3	B	SB	T	0.77	13.5	B	SB	T	0.77	14.2	B
Twelfth Ave. @ 46th St.	EB	LTR	0.17	51.9	D	EB	LTR	0.17	51.9	D	EB	LTR	0.18	53.8	D
	NB	TR	1.14	166.6	F	NB	TR	1.16	179.3	F	NB	TR	1.14	166.0	F
	SB	L	0.64	86.1	F	SB	L	0.64	86.1	F	SB	L	0.64	86.1	F
	SB	T	0.80	14.0	B	SB	T	0.81	14.3	B	SB	T	0.79	12.9	B

Table 24-6A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

Intersection	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Twelfth Ave. @ 54th St.	EB	R	0.00	5.3	A	EB	R	0.00	5.3	A	EB	R	0.00	5.3	A
	WB	R	0.81	82.0	F	WB	R	0.81	82.0	F	WB	R	0.81	82.0	F
	NB	TR	1.24	192.7	F	NB	TR	1.26	202.4	F	NB	TR	1.26	202.4	F
	SB	L	0.52	60.4	E	SB	L	0.53	60.7	E	SB	L	0.53	60.7	E
	SB	T	0.84	15.8	B	SB	T	0.84	16.2	B	SB	T	0.84	16.2	B
Twelfth Ave. @ 56th St.	NB	T	1.24	165.7	F	NB	T	1.26	174.5	F	NB	T	1.26	174.5	F
	SB	L	1.12	391.4	F	SB	L	1.12	391.4	F	SB	L	1.12	391.4	F
	SB	T	0.60	0.8	A	SB	T	0.60	0.8	A	SB	T	0.60	0.8	A
Broadway @ 35th St.	WB	L	0.11	20.9	C	WB	L	0.11	20.9	C	WB	L	0.10	19.5	B
	WB	T	1.51	286.1	F	WB	T	1.59	321.5	F	WB	T	1.49	276.2	F
	SB	T	0.39	8.9	A	SB	T	0.39	8.9	A	SB	T	0.40	10.3	B
	SB	R	0.44	12.9	B	SB	R	0.44	12.9	B	SB	R	0.47	15.2	B
Broadway @ 36th St.	EB	TR	0.95	42.1	D	EB	TR	0.99	51.4	D	EB	TR	0.94	39.9	D
	SB	L	0.58	42.8	D	SB	L	0.58	42.8	D	SB	L	0.58	42.8	D
	SB	T	0.48	15.4	B	SB	T	0.48	15.4	B	SB	T	0.51	17.3	B
Dyer Ave @ 31st St.	WB	LTR	0.86	52.5	D	WB	LTR	0.88	59.0	E	WB	LTR	0.83	44.3	D
	NB	LT	0.82	44.3	D	NB	LT	0.83	45.5	D	NB	LT	0.83	45.5	D
	SB	TR	0.91	50.1	D	SB	TR	0.91	50.3	D	SB	TR	0.91	50.3	D
Dyer Ave @ 34th St.	EB	T	0.26	11.8	B	EB	T	0.29	12.1	B	EB	T	0.30	12.8	B
	WB	T	0.60	16.3	B	WB	T	0.61	16.5	B	WB	T	0.63	17.6	B
	WB	R	2.76	1350.0	F	WB	R	2.78	1359.0	F	WB	R	2.43	1136.0	F
	SB	L	0.79	59.2	E	SB	L	0.81	61.6	E	SB	L	0.81	61.6	E
	SB	LR	0.80	61.0	E	SB	LR	0.82	63.7	E	SB	LR	0.82	63.7	E
	SB	R	0.80	63.6	E	SB	R	0.81	64.8	E	SB	R	0.81	64.8	E
Dyer Ave @ 35th St.	WB	LTR	0.76	196.7	F	WB	LTR	0.82	216.1	F	WB	LTR	0.78	188.5	F
	NB	LT	0.32	26.6	C	NB	LT	0.33	26.8	C	NB	LT	0.33	26.8	C
	SB	TR	0.69	33.0	C	SB	TR	0.71	33.7	C	SB	TR	0.71	33.7	C
Dyer Ave @ 36th St.	EB	LTR	0.92	159.4	F	EB	LTR	1.05	223.5	F	EB	LTR	0.94	153.9	F
	NB	TR	1.68	559.7	F	NB	TR	1.69	562.7	F	NB	TR	1.51	462.6	F
	SB	L	0.51	31.6	C	SB	L	0.56	32.9	C	SB	L	0.66	40.5	D
	SB	LT	0.65	31.5	C	SB	LT	0.65	31.5	C	SB	LT	0.78	38.3	D
	SB	R	0.46	11.7	B	SB	R	0.46	11.7	B	SB	R	0.48	13.7	B

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movments denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-6B
2019 Future with the Proposed Actions: Approach Movement Operations With and Without Proposed Mitigation (Weekday PM Peak Hour) Unsignalized Intersections[1]

Intersection	2019 Future Without the Proposed Actions			2019 Future With the Proposed Actions			2019 Future With the Proposed Actions and Mitigation		
	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS
Twelfth Ave. @ 33rd St.	WB	61.7	F	WB	311.1	F	WB	51.4	D
	NB	--	--	NB	--	--	NB	20.4	C
Twelfth Ave. @ 47th St.	WB	456.6	F	WB	559.5	F	WB	53	D
	NB	--	--	NB	--	--	NB	37.5	D

Table 24-6C
2019 Future with the Proposed Actions: Proposed Mitigation Measures (Weekday PM Peak Hour)[1]

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
Sixth Ave. @ 34th St.	Impact cannot be fully mitigated (NB Through)	
Sixth Ave. @ 36th St.	EBT: G=24 EBTL: G=16 NB: G=40	EBT: G=24 EBTL: G=18 NB: G=38
Seventh Ave. @ 29th St.	WB: G= 36 SB: G=44	WB: G=37 SB: G=43
Seventh Ave. @ 30th St.	EB: G=36 SB: G=44	EB: G=39 SB: G=41
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
	WB: G= 22 SB: G= 58	WB: G=23 SB G=57
Seventh Ave. @ 34th St.	EB/WB: G=35 SB: G=44	EB/WB: G=36 SB: G=43
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12' each) – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12' each) – Restriping by prohibiting parking on the south side of 36th St.
Eighth Ave. @ 29th St.	WB: G=36 NB: G=44	WB: G=37 NB: G=43
Eighth Ave. @ 30th St.	EB: G=38 NB: G=42	EB: G=40 NB: G=40

[1] This table has been revised for the FEIS.

Table 24-6C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Eighth Ave. @ 31st St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe.
	NB: G=40 WB: G=40	NB: G=41 WB: G=39
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 34th St.	EB/WB: G=40 All Ped: G=7 NB: G=33	EB/WB: G=39 All Ped: G=7 NB: G=34
Eighth Ave. @ 35th St.	WB: G=31 NB: G=49	WB: G=32 NB: G=48
Eighth Ave @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Eighth Ave. @ 38th St.	EB: G=38 NB: G=42	EB: G=36 NB: G=44
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=29 SBT: G=26 SB: G=18
Ninth Ave. @ 31st St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=10 EB/WB: G=30 SB: G=35	WB: G=10 EB/WB: G=32 SB: G=33
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 36th St.*	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: 32 SB: 48
Ninth Ave. @ 37th St.	Impact cannot be fully mitigated (WB LT, SB TR – Lincoln Tunnel Approach)	
Ninth Ave. @ 42nd St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=4 EB/WB: G=29 Ped N-S: G=7 NB/SB: G=35	WB: G=4 EB/WB: G=30 Ped N-S: G=7 NB/SB: G=34
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=33 NB: G=47
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=38 NB: G=42
Tenth Ave. @ 29th St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.

Table 24-6C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 33rd St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
	WB: G=32 NB: G=48	WB: G=30 NB: G=50
Tenth Ave. @ 34th St.	Impacts cannot be fully mitigated (EB DefL, WB Right, and NB LT)	
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Tenth Ave. @ 36th St.	EB: G=30 NB: G=50	EB: G=27 NB: G=53
		(Daylighted NB right curb lane from other time periods not available due to queuing buses for Port Authority)
Tenth Ave. @ 37th St.	WB: G= 32 NB: G=48	WB: G=30 NB: G=50
Tenth Ave. @ 38th St.	EB: G=30 NB: G=50	EB: G=28 NB: G=52
Tenth Ave. @ 39th St.	Impacts cannot be fully mitigated (EB Through and Right, NB LT)	
Tenth Ave. @ 40th St.	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach. (10' each)
	EB: G=36 NB: G=44	EB: G=34 NB: G=46
Tenth Ave. @ 41st St.	Impact cannot be fully mitigated (NB Through)	
Tenth Ave. @ 42nd St.	EB/WB: G=28 NB: G=45	EB/WB: G=29 NB: G=44
Eleventh/Twelfth Ave. @ 22nd St.	Impact cannot be fully mitigated (NB Twelfth Ave. Through)	
Eleventh Ave. @ 24th St.	SBL&NBL&EBR: G=24 SB: G=27	SBL&NBL&EBR: G=23 SB: G=28
Eleventh Ave. @ 29th St.	WB: G=40 SB: G=40	WB: G=51 SB: G=29
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 33rd St.	WB: G=25 SB: G=55	WB: G=34 SB: G=46
Eleventh Ave. @ 34th St.	EB/WB: G=26 SB: G=40	EB/WB: G=28 SB: G=38
Eleventh Ave. @ 37th St.	EB/WB: G=22 NB/SB: G=58	EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 38th St.	ALL PED: G=26 NB/SB: G=54	ALL PED: G=25 NB/SB: G=55
Eleventh Ave. @ 40th St.	Impacts cannot be fully mitigated (EB TR, NB R)	

Table 24-6C (cont'd)
2019 Future with the Proposed Actions: Proposed Mitigation Measures (Weekday PM Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Eleventh Ave. @ 42nd St.	Impact cannot be fully mitigated (WB LT)	
Eleventh Ave. @ 44th St.	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
	WB: G=22 SB/NB: G=58	WB: G=23 SB/NB: G=57
Eleventh Ave. @ 54th St.	EB (1 lane): LTR (10')	DAYLIGHTING parking lane during the PM, allows vehicles full use of EB approach, EB (1 lane): LTR (14')
	EB: G=22 NB/SB: G=58	EB: G=21 NB/SB: G=59
Eleventh Ave. @ 57th St.	EB/WB: G=27 EBL/WBL: G=8 SB: G=40	EB/WB: G=25 EBL/WBL: G=8 SB: G=42
	Impacts cannot be fully mitigated (EB Through, NB Left, SB Left, WB TR)	
Twelfth Ave. @ 24th St.	Impact cannot be fully mitigated (NB TR)	
Twelfth Ave. @ 29th St.	WB: G=25 NB/SB: G=114	WB: G=28 NB/SB: G=111
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB Through: G=107 SB Left: G=16	EB: G=11 NB/SB Through: G=104 SB Left: G=19
Twelfth Ave. @ 33rd St.*	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	Signalized WB: G=48 NB: G=92
Twelfth Ave. @ 34th St.	WB: G=29 NB/SB: G=92 SB/SBL/WBR: G=13	WB: G=29 NB/SB: G=91 SB/SBL/WBR: G=14
Twelfth Ave. @ 41st St.	EB/WB: G=17 EB only: G=9 NB/SB: G=96 SB only: G=7	EB/WB: G=17 EB only: G=7 NB/SB: G=101 SB only: G=4
Twelfth Ave. @ 42nd St.	Impact cannot be fully mitigated NB Through	
Twelfth Ave. @ 43rd St.	WB: G=29 NB: G=11 NB/SB: G=94	WB: G=31 NB: G=11 NB/SB: G=92
Twelfth Ave. @ 44th St.	NB/SB: G=110 SBL: G=29	NB/SB: G=109 SBL: G=30
Twelfth Ave. @ 46th St.	EB: G=5 EB: G=18 NB/SB: G=93 SB/SBL: G=13	EB: G=5 EB: G=16 NB/SB: G=95 SB/SBL: G=13
Twelfth Ave. @ 47th St.	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from daylighting on the north side of 47th St.
	Unsignalized	Proposed Signal Timing: WB: G=38 NB: G=102

Table 24-6C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 54th St.	Impact cannot be fully mitigated (NB TR)	
Twelfth Ave. @ 56th St.	Impacts cannot be fully mitigated (NB Through)	
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=33 SB: G=47
Broadway @ 36th St.	EB: G=39 SBT: G=25 SBTL: G=16	EB: G=41 SBT: G=23 SBTL: G=16
Dyer Ave. @ 31st St.	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.
Dyer Ave. @ 34th St.	EBT/WBT/WBR: G=16 EBT/WBT: G=27 WBR: G=17 SB LR/WBR: G=15	EBT/WBT/WBR: G=16 EBT/WBT: G=26 WBR: G=18 SB LR/WBR: G=15
Dyer Ave. @ 35th St.	WB: G=27 NB: G=28 NB/SB: G=25	WB: G=28 NB: G=27 NB/SB: G=25
Dyer Ave. @ 36th St.	EB: G=26 SB: G=25 NB/SBR: G=24	EB: G=29 SB: G=21 NB/SBR: G=25

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-7A
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections[1]

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Ave. @ 28th St.	EB	LT	1.07	281.3	F	EB	LT	1.09	288.7	F	EB	LT	1.06	272.7	F
	NB	TR	0.88	22.0	C	NB	TR	0.89	22.5	C	NB	TR	0.91	24.8	C
Sixth Ave. @ 30th St.	**EB**	**LT**	**0.65**	**63.0**	**E**	**EB**	**LT**	**0.72**	**76.3**	**E**	**EB**	**L**	**0.33**	**15.3**	**B**
											EB	**T**	**0.37**	**35.1**	**D**
	NB	TR	1.01	84.2	F	NB	TR	1.01	85.5	F	NB	TR	1.01	85.5	F
Sixth Ave. @ 34th St.	EB	T	0.60	49.8	D	EB	T	0.62	53.5	D	EB	T	0.62	53.5	D
	WB	TR	0.47	13.6	B	WB	TR	0.49	13.8	B	WB	TR	0.49	13.8	B
	NB	T	1.29	251.1	F	NB	T	1.30	257.6	F	NB	T	1.30	257.6	F
	SB	T	1.36	384.1	F	SB	T	1.36	384.1	F	SB	T	1.36	384.1	F
Seventh Ave. @ 28th St.	EB	TR	0.86	298.8	F	EB	TR	0.90	316.4	F	EB	TR	0.86	286.6	F
	SB	LT	0.59	14.1	B	SB	LT	0.60	14.2	B	SB	LT	0.61	15.2	B
Seventh Ave. @ 29th St.	WB	LT	1.04	219.9	F	WB	LT	1.09	299.0	F	WB	LT	0.96	50.3	D
	SB	TR	0.70	15.7	B	SB	TR	0.71	15.9	B	SB	TR	0.80	22.2	C
Seventh Ave. @ 31st St.	**WB**	**LT**	**1.33**	**373.4**	**F**	**WB**	**LT**	**1.37**	**388.2**	**F**	**WB**	**L**	**0.25**	**17.8**	**B**
											WB	**T**	**1.18**	**313.8**	**F**
	SB	TR	0.71	17.5	B	SB	TR	0.71	17.5	B	SB	TR	0.71	17.5	B
Seventh Ave. @ 33rd St.	**WB**	**LT**	**1.13**	**459.6**	**F**	**WB**	**LT**	**1.15**	**465.8**	**F**	**WB**	**L**	**0.43**	**33.2**	**C**
											WB	**T**	**0.76**	**44.5**	**D**
	SB	TR	0.88	12.1	B	SB	TR	0.91	13.7	B	SB	TR	0.66	6.2	A
Seventh Ave. @ 35th St.	WB	L	0.81	44.8	D	WB	L	0.81	44.8	D	WB	L	0.81	44.8	D
	WB	LT	0.89	47.8	D	WB	LT	0.96	61.1	E	WB	LT	0.78	34.7	C
	SB	TR	0.73	14.7	B	SB	TR	0.74	14.9	B	SB	TR	0.74	14.9	B
Seventh Ave. @ 36th St.	EB	TR	1.18	407.1	F	EB	TR	1.21	418.0	F	EB	TR	1.04	212.8	F
	SB	LT	0.67	15.2	B	SB	LT	0.69	15.4	B	SB	LT	0.69	15.4	B
Seventh Ave. @ 37th St.	WB	LT	0.87	183.4	F	WB	LT	0.89	194.7	F	WB	LT	0.87	176.2	F
	SB	TR	0.68	18.5	B	SB	TR	0.70	18.7	B	SB	TR	0.72	19.9	B
Seventh Ave. @ 38th St.	EB	TR	0.95	269.4	F	EB	TR	0.97	282.2	F	EB	TR	0.95	256.9	F
	SB	LT	0.54	13.3	B	SB	LT	0.55	13.5	B	SB	LT	0.57	14.4	B
Eighth Ave. @ 29th St.	WB	TR	1.21	349.9	F	WB	TR	1.26	370.8	F	WB	TR	1.23	349.0	F
	NB	LT	0.70	19.7	B	NB	LT	0.71	20.1	C	NB	LT	0.73	21.6	C
Eighth Ave. @ 30th St.	EB	LT	1.02	131.5	F	EB	LT	1.08	303.0	F	EB	LT	1.08	303.0	F
	NB	TR	0.69	22.0	C	NB	TR	0.69	22.1	C	NB	TR	0.69	22.1	C
Eighth Ave. @ 31st St.	**WB**	**TR**	**1.08**	**337.9**	**F**	**WB**	**TR**	**1.10**	**341.9**	**F**	**WB**	**T**	**0.50**	**62.1**	**E**
											WB	**R**	**1.27**	**552.8**	**F**
	NB	LT	0.89	38.1	D	NB	LT	0.90	40.0	D	NB	LT	0.90	40.0	D
Eighth Ave. @ 33rd St.	WB	TR	0.47	15.0	B	WB	TR	0.50	15.4	B	WB	TR	0.51	16.2	B
	NB	LT	1.06	124.3	F	NB	LT	1.07	130.2	F	NB	LT	1.04	116.3	F
Eighth Ave. @ 35th St.	WB	TR	1.44	549.5	F	WB	TR	1.51	572.8	F	WB	TR	1.45	538.1	F
	NB	LT	0.71	12.1	B	NB	LT	0.72	12.1	B	NB	LT	0.73	13.1	B
Eighth Ave. @ 36th St.	EB	LT	1.09	368.3	F	EB	LT	1.13	383.3	F	EB	LT	1.01	310.3	F
	NB	TR	0.82	16.9	B	NB	TR	0.83	17.0	B	NB	TR	0.83	17.0	B

[1] This table has been revised for the FEIS.

Table 24-7A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Ninth Ave. @ W 26th St.	EB	TR	0.65	24.8	C	EB	TR	0.68	25.7	D	EB	TR	0.74	30.5	C
	SB	L	0.49	19.4	B	SB	L	0.49	19.4	B	SB	L	0.44	15.7	B
	SB	T	1.00	42.5	D	SB	T	1.01	84.7	F	SB	T	0.94	28.0	C
Ninth Ave. @ 28th St.	**EB**	**TR**	**0.90**	**47.5**	**D**	**EB**	**TR**	**0.96**	**57.4**	**E**	**EB**	**T**	**0.71**	**29.3**	**C**
											EB	**R**	**0.22**	**18.5**	**B**
	SB	L	0.53	18.0	B	SB	L	0.53	18.0	B	SB	L	0.53	18.0	B
	SB	T	0.98	34.7	C	SB	T	0.99	36.3	D	SB	T	0.99	36.3	D
Ninth Ave. @ 29th St.	WB	LT	0.71	27.2	C	WB	LT	0.76	28.9	C	WB	LT	0.80	32.5	C
	SB	TR	1.01	82.7	F	SB	TR	1.02	90.8	F	SB	TR	0.98	30.8	C
Ninth Ave. @ 30th St.	EB	TR	0.88	41.2	D	EB	TR	0.95	50.4	D	EB	TR	0.89	39.7	D
	SB	L	1.86	538.2	F	SB	L	1.87	543.4	F	SB	L	1.77	490.7	F
	SB	T	0.82	17.5	B	SB	T	0.82	17.6	B	SB	T	0.61	14.1	B
Ninth Ave. @ 31st St.	WB	LTR	1.03	175.9	F	WB	LTR	1.05	256.2	F	WB	LTR	0.92	41.5	D
	SB	TR	0.73	11.6	B	SB	TR	0.73	11.6	B	SB	TR	0.79	16.0	B
Ninth Ave. @ 33rd St.	**WB**	**LT**	**1.32**	**473.1**	**F**	**WB**	**LT**	**1.43**	**513.0**	**F**	**WB**	**L**	**0.74**	**45.7**	**D**
											WB	**T**	**0.89**	**50.5**	**D**
	SB	TR	0.76	12.3	B	SB	TR	0.78	12.7	B	SB	TR	0.78	12.7	B
Ninth Ave. @ 35th St.	WB	LT	1.04	230.4	F	WB	LT	1.12	368.2	F	WB	LT	0.78	29.4	C
	SB	TR	0.59	9.7	A	SB	TR	0.60	9.9	A	SB	TR	0.80	22.6	C
Ninth Ave. @ 36th St.	EB	TR	1.06	165.0	F	EB	TR	1.09	174.7	F	EB	TR	1.05	158.0	F
	SB	**LT**	**0.83**	**20.7**	**C**	**SB**	**LT**	**0.85**	**22.0**	**C**	**SB**	**L**	**0.38**	**9.6**	**A**
											SB	**T**	**0.69**	**15.0**	**B**
Ninth Ave. @ 42nd St.	EB	TR	0.59	27.6	C	EB	TR	0.60	27.8	C	EB	TR	0.56	25.7	C
	WB	DefL	1.05	294.7	F	WB	DefL	1.06	319.8	F	WB	DefL	1.00	90.4	F
	WB	T	0.23	17.1	B	WB	T	0.24	17.1	B	WB	T	0.23	15.8	B
	SB	**LTR**	**0.94**	**33.2**	**C**	**SB**	**LTR**	**0.94**	**34.4**	**C**	**SB**	**LT**	**0.94**	**35.1**	**D**
											SB	**R**	**0.22**	**21.1**	**C**
Tenth Ave. @ 26th St.	EB	LT	0.89	50.6	D	EB	LT	0.93	57.6	E	EB	LT	0.87	46.6	D
	NB	TR	0.61	11.3	B	NB	TR	0.61	11.3	B	NB	TR	0.64	13.1	B
Tenth Ave. @ 28th St.	EB	LT	1.43	534.8	F	EB	LT	1.50	562.1	F	EB	LT	1.44	526.3	F
	NB	TR	0.53	11.8	B	NB	TR	0.54	11.9	B	NB	TR	0.55	12.8	B
Tenth Ave. @ 30th St.	EB	LT	1.70	608.4	F	EB	LT	2.17	822.4	F	EB	LT	0.97	51.2	D
	NB	T	0.51	11.5	B	NB	T	0.52	11.6	B	NB	T	0.52	11.6	B
	NB	R	1.25	245.1	F	NB	R	1.24	241.3	F	NB	R	0.84	27.0	C
Tenth Ave. @ 31st St.	WB	R	1.28	369.6	F	WB	R	1.36	403.5	F	WB	R	1.30	369.4	F
	NB	T	0.57	9.5	A	NB	T	0.60	9.8	A	NB	T	0.61	10.6	B
Tenth Ave. @ 34th St.	EB	DefL	0.83	59.6	E	EB	DefL	0.91	74.6	E	EB	DefL	0.83	58.5	E
	EB	T	0.28	22.8	C	EB	T	0.29	22.9	C	EB	T	0.27	21.4	C
	WB	TR	0.56	27.8	C	WB	TR	0.59	28.5	C	WB	TR	0.55	26.1	C
	NB	**LTR**	**0.81**	**13.6**	**B**	**NB**	**LTR**	**0.84**	**14.3**	**B**	**NB**	**LT**	**0.79**	**14.4**	**B**
											NB	**R**	**0.29**	**9.9**	**A**

Table 24-7A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Ave. @ 35th St.	WB	TR	1.05	253.9	F	WB	TR	1.16	287.7	F	WB	TR	1.08	241.9	F
	NB	LT	0.78	12.5	B	NB	LT	0.80	13.2	B	NB	LT	0.67	11.9	B
Tenth Ave. @ 42nd St.	EB	LT	2.04	797.7	F	EB	LT	2.07	812.9	F	EB	LT	1.86	693.8	F
	WB	TR	1.47	458.5	F	WB	TR	1.48	460.0	F	WB	TR	1.43	430.0	F
	NB	LTR	0.78	22.6	C	NB	LTR	0.79	23.3	C	NB	LTR	0.81	25.5	C
Tenth Ave.@ 43rd St.	EB	L	0.05	18.2	B	EB	L	0.05	17.5	B	EB	L	0.05	18.9	B
	WB	TR	0.34	21.0	C	WB	TR	0.33	20.3	C	WB	TR	0.36	22.0	C
	NB	LT	1.02	86.0	F	NB	LT	1.05	98.3	F	NB	LT	1.01	81.3	F
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.10	13.2	B	WB (22nd)	R	0.10	13.2	B	WB (22nd)	R	0.10	13.2	B
	NB (11th)	T	0.21	28.1	C	NB (11th)	T	0.21	28.1	C	NB (11th)	T	0.21	28.1	C
	SB (11th)	L	0.30	35.1	D	SB (11th)	L	0.33	35.4	D	SB (11th)	L	0.33	35.4	D
	SB (11th)	LR	0.23	35.0	D	SB (11th)	LR	0.18	34.2	C	SB (11th)	LR	0.18	34.2	C
	NB (9A)	T	1.13	141.5	F	NB (9A)	T	1.14	145.3	F	NB (9A)	T	1.14	145.3	F
	SB (9A)	T	0.85	21.8	B	SB (9A)	T	0.85	21.9	C	SB (9A)	T	0.85	21.9	C
Eleventh Ave. @ 30th St.	EB	TR	0.93	48.1	D	EB	TR	1.12	312.7	F	EB	TR	0.51	19.5	B
	SB	LT	0.74	19.9	B	SB	LT	0.88	25.1	C	SB	LT	0.79	21.1	C
Eleventh Ave. @ 37th St.	EB	LR	0.00	25.7	C	EB	LR	0.00	25.7	C	EB	LR	0.00	24.9	C
	WB	L	0.59	40.6	D	WB	L	0.69	46.4	D	WB	L	0.65	42.5	D
	WB	R	0.66	45.7	D	WB	R	0.66	45.7	D	WB	R	0.62	41.9	D
	NB	T	0.07	6.0	A	NB	T	0.08	6.0	A	NB	T	0.08	6.4	A
	SB	T	0.42	8.3	A	SB	T	0.45	8.5	A	SB	T	0.45	9.0	A
Eleventh Ave. @ 57th St.	**EB**	**L**	**0.64**	**34.1**	**C**	**EB**	**L**	**0.64**	**34.1**	**C**	**EB**	**L**	**0.64**	**34.1**	**C**
	EB	**TR**	**0.90**	**58.4**	**E**	**EB**	**TR**	**0.91**	**58.9**	**E**	**EB**	**T**	**0.47**	**28.9**	**C**
											EB	**R**	**0.34**	**27.6**	**C**
	WB	L	1.22	569.2	F	WB	L	1.22	572.5	F	WB	L	1.02	158.7	F
	WB	TR	1.69	662.0	F	WB	TR	1.69	662.0	F	WB	TR	1.69	662.0	F
	NB	L	1.27	210.0	F	NB	L	1.32	228.0	F	NB	L	1.32	228.0	F
	NB	TR	0.56	20.4	C	NB	TR	0.57	20.5	C	NB	TR	0.57	20.5	C
	SB	L	0.89	62.1	E	SB	L	0.90	66.1	E	SB	L	0.90	66.1	E
	SB	TR	0.96	42.4	D	SB	TR	0.97	44.9	D	SB	TR	0.97	44.9	D
Twelfth Ave. @ 24th St.	WB	L	0.50	46.8	D	WB	L	0.53	47.8	D	WB	L	0.53	47.8	D
	WB	LTR	0.53	48.0	D	WB	LTR	0.51	47.3	D	WB	LTR	0.51	47.3	D
	WB	R	0.50	47.9	D	WB	R	0.50	47.9	D	WB	R	0.50	47.9	D
	NB	TR	1.11	129.5	F	NB	TR	1.12	133.1	F	NB	TR	1.12	133.1	F
	SB	L	1.09	489.0	F	SB	L	1.09	489.0	F	SB	L	1.09	489.0	F
	SB	T	0.93	35.6	D	SB	T	0.93	35.7	D	SB	T	0.93	35.7	D
Twelfth Ave. @ 29th St.	WB	LR	1.37	673.5	F	WB	LR	1.68	807.0	F	WB	LR	1.49	666.7	F
	NB	T	0.71	12.3	B	NB	T	0.71	12.4	B	NB	T	0.74	14.5	B
	SB	T	0.78	14.4	B	SB	T	0.87	18.1	B	SB	T	0.91	22.0	C

Table 24-7A (cont'd)
2019 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections

	2019 Future Without the Proposed Action					2019 Future With the Proposed Action					2019 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Approach**	**Movement**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Ave. @ 30th St.	NB	TR	0.81	17.0	B	NB	TR	0.83	17.8	B	NB	TR	0.85	19.8	B
	SB	L	1.20	342.7	F	SB	L	1.38	414.2	F	SB	L	1.21	321.0	F
	SB	TR	0.88	20.6	C	SB	TR	0.88	20.6	C	SB	TR	0.90	23.3	C
Twelfth Ave. @ 37th St.	EB	LR	0.16	43.3	D	EB	LR	0.17	43.4	D	EB	LR	0.18	44.5	D
	EB	R	0.10	42.8	D	EB	R	0.09	42.6	D	EB	R	0.10	43.6	D
	NB	L	0.26	51.6	D	NB	L	0.26	51.6	D	NB	L	0.26	51.6	D
	NB	T	0.85	22.6	C	NB	T	0.87	23.5	C	NB	T	0.87	23.5	C
	SB	TR	1.17	153.5	F	SB	TR	1.18	158.5	F	SB	TR	1.17	149.9	F
Twelfth Ave. @ 41st St.	EB	LR	0.02	24.9	C	EB	LR	0.02	24.9	C	EB	LR	0.02	25.5	C
	WB	L	0.07	37.6	D	WB	L	0.07	37.6	D	WB	L	0.07	37.6	D
	WB	R	0.45	43.5	D	WB	R	0.45	43.5	D	WB	R	0.45	43.5	D
	NB	T	1.06	120.3	F	NB	T	1.08	127.9	F	NB	T	1.06	118.4	F
	SB	T	1.14	117.9	F	SB	T	1.15	122.2	F	SB	T	1.13	113.9	F
Twelfth Ave. @ 42nd St.	EB	LTR	0.09	32.6	C	EB	LTR	0.09	32.6	C	EB	LTR	0.10	33.4	C
	WB	L	0.50	41.9	D	WB	L	0.51	42.0	D	WB	L	0.53	43.5	D
	WB	R	0.63	24.7	C	WB	R	0.63	24.7	C	WB	R	0.65	26.0	C
	NB	T	1.19	167.8	F	NB	T	1.21	176.4	F	NB	T	1.18	163.5	F
	NB	R	0.22	26.7	C	NB	R	0.23	26.9	C	NB	R	0.22	26.1	C
	SB	L	0.76	52.5	D	SB	L	0.76	52.5	D	SB	L	0.76	52.5	D
	SB	T	0.99	37.0	D	SB	T	1.00	39.4	C	SB	T	0.99	35.5	C
Twelfth Ave.@ 46th St.	EB	LTR	0.18	36.6	D	EB	LTR	0.18	36.6	D	EB	LTR	0.19	37.4	D
	NB	TR	1.11	166.2	F	NB	TR	1.13	172.1	F	NB	TR	1.11	163.0	F
	SB	L	0.84	97.2	F	SB	L	0.84	97.2	F	SB	L	0.84	97.2	F
	SB	T	0.91	21.3	C	SB	T	0.92	21.9	C	SB	T	0.91	20.4	C
Broadway @ 35th St.	WB	L	0.22	22.6	C	WB	L	0.22	22.6	C	WB	L	0.20	20.9	C
	WB	T	1.15	134.5	F	WB	T	1.22	164.7	F	WB	T	1.15	132.7	F
	SB	T	0.27	8.0	A	SB	T	0.27	8.0	A	SB	T	0.28	9.2	A
	SB	R	0.47	13.9	B	SB	R	0.47	13.9	B	SB	R	0.50	16.4	B

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movments denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-7B
2019 Future with the Proposed Actions: Approach Movement Operations With and Without Proposed Mitigation (Saturday Midday Peak Hour) Unsignalized Intersections[1]

Intersection	2019 Future Without the Proposed Actions			2019 Future With the Proposed Actions			2019 Future With the Proposed Actions and Mitigation		
	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS
Twelfth Ave. @ 33rd St.	WB	18.2	C	WB	118.4	F	WB	24.4	C
	NB	--	--	NB	--	--	NB	40.3	D
Twelfth Ave. @ 47th St.	WB	104.5	F	WB	121.0	F	WB	35.7	D
	NB	--	--	NB	--	--	NB	43.7	D

Table 24-7C
2019 Future with the Proposed Actions: Proposed Mitigation Measures (Saturday Midday Peak Hour)[1]

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Sixth Ave.@ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave.@ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
Sixth Ave.@ 34th St.	Impact cannot be fully mitigated (NB Through)	
Broadway@ 35th St.	WB: G=31 SB: G=49	WB: G=33 SB: G=47
Seventh Ave.@ 28th St.	EB: G=31 SB: G=49	EB: G=32 SB: G=48
Seventh Ave.@ 29th St.	WB: G=36 SB: G=44	WB: G=41 SB: G=39
Seventh Ave.@ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave.@ 33rd St.	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
Seventh Ave.@ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12' each) – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave.@ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12' each) – Restriping by prohibiting parking on the south side of 36th St.
Seventh Ave.@ 37th St.	WB: G=40 SB: G=40	WB: G=41 SB: G=39
Seventh Ave.@ 38th St.	EB: G=36 SB: G=44	EB: G=37 SB: G=43
Eighth Ave. @ 29th St.	WB: G=36 NB: G=44	WB: G=37 NB: G=43
Eighth Ave. @ 30th St.	Impact cannot be fully mitigated (EB LT)	

[1] This table has been revised for the FEIS.

Table 24-7C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Saturday Midday Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Eighth Ave. @ 31st St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 35th St.	WB: G=31 NB: G=49	WB: G=32 NB: G=48
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Ninth Ave. @ 26th St.	EB: G=40 SB: G=40	EB: G=37 SB: G=43
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
Ninth Ave. @ 29th St.	SB: G=45 WB: G=35	SB: G=47 WB: G=33
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=29 SBT: G=26 SB: G=18
Ninth Ave. @ 31st St.	SB: G=50 WB: G=30	SB: G=46 WB: G=34
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.*	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=42 SB: G=38
Ninth Ave. @ 36th St.*	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: 31 SB: 49
Ninth Ave. @ 42nd St.*	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=4 EB/WB: G=29 Ped N-S: G=7 NB/SB: G=35	WB: G=4 EB/WB: G=31 Ped N-S: G=7 NB/SB: G=33
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=34 NB: G=46
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 33rd St.*	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Tenth Ave. @ 34th St.*	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe
	EB/WB: G=30 NB: G=50	EB/WB: G=32 NB: G=48

Table 24-7C (cont'd)
2019 Future with the Proposed Actions: Proposed Mitigation Measures (Saturday Midday Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 36th St.*	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, TR – An additional lane from enforcing the existing parking prohibition on the east side of Tenth Ave. during SAT.
Tenth Ave. @ 40th St.*	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach. (10' each)
Tenth Ave. @ 42nd St.	EB/WB: G=28 NB: G=45	EB/WB: G=29 NB: G=44
Tenth Ave. @ 43rd St.	EB/WB: G=35 NB: G=45	EB/WB: G=33 NB: G=47
Eleventh/Twelfth Ave. @ 22nd St.	Impact cannot be fully mitigated (NB Eleventh Ave. Through)	
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 37th St.	EB/WB: G=22 NB/SB: G=58	EB/WB: G=23 NB/SB: G=57
Eleventh Ave. @ 44th St.	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.*	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
Eleventh Ave. @ 54th St.*	EB (1 lane): LTR (10')	DAYLIGHTING parking lane during the PM, allows vehicles full use of EB approach, EB (1 lane): LTR (12')
Eleventh Ave. @ 57th St.	Impacts cannot be fully mitigated (WB Left, NB Left)	
Twelfth Ave. @ 24th St.	Impact cannot be fully mitigated (NB TR)	
Twelfth Ave. @ 29th St.	WB: G=26 NB/SB: G=83	WB: G=29 NB/SB: G=80
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB: G=79 SB Left: G=14	EB: G=11 NB/SB: G=77 SB Left: G=16
Twelfth Ave. @ 33rd St.	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	WB: G=50 NB: G=60
Twelfth Ave. @ 37th St.	EB: G=21 NB T and L: G=14 NB T and SB T: G=52 SB T and R: G=13	EB: G=20 NB T and L: G=14 NB T and SB T: G=52 SB T and R: G=14
Twelfth Ave. @ 41st St.	EB/WB: G=26 EB: G=11 NB/SB: G=50 SB: G=12	EB/WB: G=26 EB: G=10 NB/SB: G=51 SB: G=12
Twelfth Ave. @ 42nd St.	EB/WB: G=33 NB/SBT: G=45 SB/WBR: G=26	EB/WB: G=32 NB/SBT: G=46 SB/WBR: G=26

Table 24-7C (cont'd)
2019 Future with the Proposed Actions:
Proposed Mitigation Measures
(Saturday Midday Peak Hour)

Intersection	2019 Future With the Proposed Actions	2019 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 46th St.	EB: G=19 EB: G=5 NB/SB: G=65 SB/SBL: G=10	EB: G=18 EB: G=5 NB/SB: G=66 SB/SBL: G=10
Twelfth Ave. @ 47th St.	Unsignalized	Signalized WB: G=39 NB: G=71
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-8A
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections[1]

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Sixth Ave. @ 28th Street	EB	LT	1.21	340.7	F	EB	LT	1.23	345.9	F	EB	LT	1.19	325.9	F
	NB	TR	0.87	35.4	D	NB	TR	0.87	35.9	D	NB	TR	0.90	41.3	D
Sixth Ave. @ 30th Street	**EB**	**LT**	**1.40**	**377.7**	**F**	**EB**	**LT**	**1.44**	**395.1**	**F**	**EB**	**L**	**0.58**	**23.6**	**C**
											EB	**T**	**1.01**	**99.6**	**F**
	NB	TR	1.01	85.1	F	NB	TR	1.01	86.3	F	NB	TR	0.89	24.2	C
Sixth Ave. @ 34th Street	EB	T	0.69	20.3	C	EB	T	0.71	21.1	C	EB	T	0.75	22.7	C
	WB	TR	0.62	16.4	B	WB	TR	0.62	16.5	B	WB	TR	0.64	16.9	B
	NB	T	1.44	326.1	F	NB	T	1.45	331.1	F	NB	T	1.45	331.1	F
	SB	T	1.63	501.4	F	SB	T	1.63	501.4	F	SB	T	1.63	501.4	F
Sixth Ave. @ 35th Street	WB	TR	0.95	50.7	D	WB	TR	0.99	57.7	E	WB	TR	0.89	39.7	D
	NB	LT	0.64	10.3	B	NB	LT	0.65	10.4	B	NB	LT	0.69	13.1	B
Seventh Ave. @ 28th Street	EB	TR	0.95	326.3	F	EB	TR	0.97	341.7	F	EB	TR	0.94	310.2	F
	SB	LT	0.72	12.3	B	SB	LT	0.72	12.4	B	SB	LT	0.73	13.4	B
Seventh Ave. @ 29th Street	WB	LT	1.28	381.7	F	WB	LT	1.30	391.4	F	WB	LT	1.23	348.3	F
	SB	TR	0.82	18.7	B	SB	TR	0.82	18.8	B	SB	TR	0.86	22.1	C
Seventh Ave. @ 30th Street	EB	T	1.34	424.5	F	EB	T	1.38	437.6	F	EB	T	1.31	393.2	F
	EB	R	0.85	44.3	D	EB	R	0.86	45.8	D	EB	R	0.80	37.5	D
	SB	LT	0.78	17.5	B	SB	LT	0.78	17.6	B	SB	LT	0.82	20.4	C
Seventh Ave. @ 31st Street	**WB**	**LT**	**1.29**	**365.2**	**F**	**WB**	**LT**	**1.31**	**373.9**	**F**	**WB**	**L**	**0.21**	**17.4**	**B**
											WB	**T**	**1.15**	**317.2**	**F**
	SB	TR	0.91	25.5	C	SB	TR	0.92	25.8	C	SB	TR	0.92	25.9	C
Seventh Ave. @ 33rd Street	**WB**	**LT**	**1.21**	**577.2**	**F**	**WB**	**LT**	**1.21**	**577.5**	**F**	**WB**	**L**	**0.78**	**58.7**	**E**
											WB	**T**	**0.53**	**34.4**	**C**
	SB	TR	1.11	108.4	F	SB	TR	1.13	116.0	F	SB	TR	0.82	8.8	A
Seventh Ave. 34th Street	EB	T	1.00	68.5	E	EB	T	1.03	183.4	F	EB	T	1.09	321.4	F
	WB	LT	0.85	35.3	D	WB	LT	0.87	37.3	D	WB	LT	0.91	42.1	D
	SB	T	0.95	26.5	C	SB	T	0.96	27.9	C	SB	T	0.96	28.0	C
Seventh Ave. @ 35th Street	WB	L	0.87	50.1	D	WB	L	0.88	51.7	D	WB	L	0.88	51.7	D
	WB	LT	1.25	419.1	F	WB	LT	1.36	464.7	F	WB	LT	1.10	305.6	F
	SB	TR	0.88	19.7	B	SB	TR	0.90	20.3	C	SB	TR	0.90	20.4	C
Seventh Ave. @ 36th Street	EB	TR	1.24	430.7	F	EB	TR	1.26	437.1	F	EB	TR	1.08	324.7	F
	SB	LT	0.83	19.1	B	SB	LT	0.84	19.5	B	SB	LT	0.85	19.5	B
Seventh Ave. @ 37th Street	WB	LT	0.96	43.9	D	WB	LT	0.98	49.2	D	WB	LT	0.96	42.9	D
	SB	TR	0.82	22.0	C	SB	TR	0.83	22.4	C	SB	TR	0.85	24.2	C
Seventh Ave. @ 38th Street	EB	TR	1.15	386.1	F	EB	TR	1.16	390.0	F	EB	TR	1.13	368.5	F
	SB	LT	0.72	16.0	B	SB	LT	0.72	16.1	B	SB	LT	0.74	17.3	B
Eighth Ave. @ 29th Street	WB	TR	1.25	385.8	F	WB	TR	1.28	396.0	F	WB	TR	1.21	353.1	F
	NB	LT	0.71	15.8	B	NB	LT	0.72	16.0	B	NB	LT	0.76	18.3	B
Eighth Ave. @ 30th Street	EB	LT	1.26	385.2	F	EB	LT	1.30	399.5	F	EB	LT	1.23	357.5	F
	NB	TR	0.75	18.3	B	NB	TR	0.76	18.4	B	NB	TR	0.80	21.1	C
Eighth Ave. @ 33rd Street	WB	TR	0.38	13.9	B	WB	TR	0.40	14.1	B	WB	TR	0.41	14.8	B
	NB	LT	1.08	134.4	F	NB	LT	1.09	140.6	F	NB	LT	1.06	125.7	F
Eighth Ave. @ 35th Street	WB	TR	1.72	652.1	F	WB	TR	1.82	696.3	F	WB	TR	1.70	623.3	F
	NB	LT	0.70	12.0	B	NB	LT	0.71	12.0	B	NB	LT	0.74	14.2	B

[1] This table has been revised for the FEIS.

Table 24-8A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Eighth Ave. @ 36th Street	EB	LT	1.04	338.0	F	EB	LT	1.06	344.3	F	EB	LT	0.95	261.5	F
	NB	TR	0.80	16.4	B	NB	TR	0.81	16.5	B	NB	TR	0.81	16.7	B
Ninth Ave. @ 28th Street	**EB**	**TR**	**1.21**	**386.6**	**F**	**EB**	**TR**	**1.24**	**399.6**	**F**	**EB**	**T**	**1.00**	**71.0**	**E**
											EB	**R**	**0.27**	**21.7**	**C**
	SB	L	0.56	17.7	B	SB	L	0.56	17.8	B	SB	L	0.51	13.4	B
	SB	T	0.95	30.0	C	SB	T	0.96	31.2	C	SB	T	0.88	19.7	B
Ninth Ave. @ 29th Street	WB	LT	0.57	23.8	C	WB	LT	0.59	24.2	C	WB	LT	0.61	25.3	C
	SB	TR	1.13	132.7	F	SB	TR	1.13	135.7	F	SB	TR	1.11	125.3	F
Ninth Ave. @ 30th Street	EB	TR	1.21	472.4	F	EB	TR	1.26	498.8	F	EB	TR	1.17	435.5	F
	SB	L	1.62	428.7	F	SB	L	1.62	428.7	F	SB	L	1.61	424.6	F
	SB	T	0.67	13.7	B	SB	T	0.67	13.7	B	SB	T	0.68	15.2	B
Ninth Ave. @ 33rd Street	**WB**	**LT**	**1.02**	**154.6**	**F**	**WB**	**LT**	**1.09**	**388.6**	**F**	**WB**	**L**	**0.50**	**32.5**	**C**
											WB	**T**	**0.75**	**37.9**	**D**
	SB	TR	0.91	18.1	B	SB	TR	0.92	19.3	B	SB	TR	0.93	19.5	B
Ninth Ave. @ 34th Street	EB	T	0.92	56.6	E	EB	T	0.95	63.1	E	EB	T	0.90	49.9	D
	EB	R	2.00	759.2	F	EB	R	2.02	769.0	F	EB	R	1.76	615.0	F
	WB	DefL	0.87	57.2	E	WB	DefL	0.89	61.2	E	WB	DefL	0.82	47.0	D
	WB	T	0.53	18.3	B	WB	T	0.55	18.7	B	WB	T	0.53	16.5	B
	SB	**LTR**	**1.25**	**213.2**	**F**	**SB**	**LTR**	**1.28**	**223.8**	**F**	**SB**	**LT**	**1.29**	**237.4**	**F**
											SB	**R**	**0.53**	**30.8**	**C**
Ninth Ave. @ 35th Street	WB	LT	1.59	604.0	F	WB	LT	1.70	651.9	F	WB	LT	1.59	582.7	F
	SB	TR	0.77	18.8	B	SB	TR	0.79	20.4	C	SB	TR	0.84	25.4	C
Ninth Ave. @ 36th Street	EB	TR	1.09	177.2	F	EB	TR	1.13	190.3	F	EB	TR	1.09	172.7	F
	SB	**LT**	**1.10**	**111.7**	**F**	**SB**	**LT**	**1.13**	**123.5**	**F**	**SB**	**L**	**0.64**	**15.7**	**B**
											SB	**T**	**0.89**	**27.6**	**C**
Ninth Ave. @ 38th Street	EB	TR	1.19	479.0	F	EB	TR	1.21	484.4	F	EB	TR	1.16	455.5	F
	SB	LT	0.62	9.9	A	SB	LT	0.63	10.0	B	SB	LT	0.65	11.0	B
Ninth Ave. @ 42nd Street	EB	TR	0.87	40.6	D	EB	TR	0.88	42.1	D	EB	TR	0.88	42.1	D
	WB	DefL	1.11	535.4	F	WB	DefL	1.12	564.2	F	WB	DefL	1.12	564.2	F
	WB	T	0.43	20.5	C	WB	T	0.44	20.7	C	WB	T	0.44	20.7	C
	SB	**LTR**	**1.08**	**135.1**	**F**	**SB**	**LTR**	**1.10**	**143.9**	**F**	**SB**	**LT**	**1.07**	**129.5**	**F**
											SB	**R**	**0.12**	**16.8**	**B**
Tenth Ave. @ 26th Street	EB	LT	1.10	407.0	F	EB	LT	1.13	414.3	F	EB	LT	1.09	390.5	F
	NB	TR	0.58	10.9	B	NB	TR	0.59	10.9	B	NB	TR	0.60	11.8	B
Tenth Ave. @ 28th Street	EB	LT	1.40	534.2	F	EB	LT	1.44	551.0	F	EB	LT	1.39	519.0	F
	NB	TR	0.67	10.7	B	NB	TR	0.67	10.9	B	NB	TR	0.69	11.8	B
Tenth Ave. @ 30th Street	EB	LT	1.99	762.9	F	EB	LT	2.21	861.0	F	EB	LT	0.99	56.9	E
	NB	T	0.58	9.6	A	NB	T	0.59	9.7	A	NB	T	0.59	9.8	A
	NB	R	0.82	28.8	C	NB	R	0.96	51.7	D	NB	R	0.69	18.0	B
Tenth Ave. @ 31st Street	WB	R	1.25	344.0	F	WB	R	1.29	367.4	F	WB	R	1.20	314.6	F
	NB	T	0.68	10.9	B	NB	T	0.69	11.1	B	NB	T	0.73	13.1	B
Tenth Ave. @ 33rd Street	WB	TR	0.93	48.9	D	WB	TR	0.99	60.6	E	WB	TR	0.67	28.9	C
	NB	**LT**	**0.74**	**13.1**	**B**	**NB**	**LT**	**0.76**	**13.4**	**B**	**NB**	**R**	**0.62**	**36.4**	**D**
											NB	**LT**	**0.96**	**24.9**	**C**

Table 24-8A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Tenth Ave. @ 34th Street	EB	DefL	0.78	57.7	E	EB	DefL	1.00	103.0	F	EB	DefL	0.82	56.0	E
	EB	T	0.45	26.7	C	EB	T	0.48	27.4	C	EB	T	0.44	22.8	C
	WB	T	0.56	27.3	C	WB	T	0.61	28.3	C	WB	T	0.53	23.3	C
	WB	R	0.68	40.7	D	WB	R	0.73	44.3	D	WB	R	0.61	31.4	C
	NB	**LTR**	**0.90**	**17.4**	**B**	**NB**	**LTR**	**0.92**	**18.6**	**B**	**NB**	**LT**	**0.92**	**22.9**	**C**
											NB	**R**	**0.41**	**13.9**	**B**
Tenth Ave. @ 35th Street	WB	TR	1.50	428.7	F	WB	TR	1.69	515.0	F	WB	TR	1.53	426.6	F
	NB	LT	0.87	15.6	B	NB	LT	0.90	16.9	B	NB	LT	0.96	24.8	C
Tenth Ave. @ 42nd Street	EB	LT	1.99	718.4	F	EB	LT	2.01	730.3	F	EB	LT	1.88	653.2	F
	WB	TR	1.03	180.6	F	WB	TR	1.03	180.5	F	WB	TR	1.00	61.8	E
	NB	LTR	0.70	20.0	C	NB	LTR	0.71	20.2	C	NB	LTR	0.73	21.8	C
Tenth Ave. @ 43st Street	EB	L	0.02	17.1	B	EB	L	0.02	17.1	B	EB	L	0.02	17.1	B
	WB	TR	0.39	21.2	C	WB	TR	0.39	21.2	C	WB	TR	0.39	21.2	C
	NB	LT	1.22	171.1	F	NB	LT	1.22	173.8	F	NB	LT	0.96	25.7	C
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.02	10.7	B	WB (22nd)	R	0.02	10.7	B	WB (22nd)	R	0.02	10.7	B
	NB (11th)	T	0.17	40.8	D	NB (11th)	T	0.17	40.9	D	NB (11th)	T	0.17	40.9	D
	SB (11th)	L	0.55	53.8	D	SB (11th)	L	0.57	54.2	D	SB (11th)	L	0.55	53.9	D
	SB (11th)	LR	0.47	55.2	E	SB (11th)	LR	0.43	54.1	D	SB (11th)	LR	0.48	55.4	E
	NB (9A)	T	1.06	108.9	F	NB (9A)	T	1.07	112.3	F	NB (9A)	T	1.07	112.3	F
	SB (9A)	T	0.95	15.7	A	SB (9A)	T	0.95	15.9	B	SB (9A)	T	0.95	15.9	B
Eleventh Ave. @ 24th Street	EB	R	0.27	27.3	C	EB	R	0.27	27.3	C	EB	R	0.28	28.2	C
	NB	L	0.27	27.0	C	NB	L	0.27	27.0	C	NB	L	0.29	27.9	C
	SB	L	0.24	4.5	A	SB	L	0.27	4.7	A	SB	L	0.27	4.7	A
	SB	TR	1.24	214.7	F	SB	TR	1.26	225.5	F	SB	TR	1.22	203.2	F
Eleventh Ave. @ 26th Street	EB	TR	1.08	399.8	F	EB	TR	1.09	414.6	F	EB	TR	1.04	239.3	F
	SB	LT	0.56	5.1	A	SB	LT	0.58	5.2	A	SB	LT	0.59	5.8	A
Eleventh Ave. @ 30th Street	EB	TR	1.04	217.8	F	EB	TR	1.20	361.6	F	EB	TR	0.56	21.2	C
	SB	LT	1.06	126.2	F	SB	LT	1.13	155.2	F	SB	LT	1.01	82.3	F
Eleventh Ave. @ 33rd Street	WB	L	0.53	33.2	C	WB	L	0.98	94.1	F	WB	L	0.73	40.5	D
	WB	LT	0.55	30.8	C	WB	LT	0.95	61.6	E	WB	LT	0.66	27.8	C
	SB	TR	0.53	6.2	A	SB	TR	0.57	6.5	A	SB	TR	0.69	14.2	B
Eleventh Ave. @ 38th Street	NB	TR	0.18	8.3	A	NB	TR	0.18	8.3	A	NB	TR	0.17	7.4	A
	SB	LT	1.08	109.5	F	SB	LT	1.13	128.7	F	SB	LT	1.08	109.3	F
Eleventh Ave. @ 42nd Street	EB	TR	0.89	41.8	D	EB	TR	0.90	43.9	D	EB	TR	0.91	44.3	D
	WB	L	0.35	17.4	B	WB	L	0.42	19.0	C	WB	L	0.36	17.7	B
	WB	LT	0.35	14.7	B	WB	LT	0.31	14.1	B	WB	LT	0.35	14.7	B
	SB	LT	0.98	41.2	D	SB	LT	1.01	85.9	F	SB	LT	1.01	86.0	F
	SB	R	0.34	23.0	C	SB	R	0.34	23.0	C	SB	R	0.34	23.0	C
Eleventh Ave. @ 44th Street	EB	LTR	1.26	597.3	F	EB	LTR	1.29	604.4	F	EB	LTR	0.86	47.8	D
	SB	L	0.18	3.3	A	SB	L	0.18	3.3	A	SB	L	0.18	3.3	A
	SB	T	0.66	8.7	A	SB	T	0.67	9.0	A	SB	T	0.67	9.0	A
Eleventh Ave. @ 54th Street	EB	LTR	1.45	518.1	F	EB	LTR	1.49	537.1	F	EB	LTR	1.11	309.0	F
	NB	L	0.71	35.5	D	NB	L	0.74	39.8	D	NB	L	0.74	39.8	D
	NB	TR	0.52	9.7	A	NB	TR	0.52	9.7	A	NB	TR	0.52	9.7	A
	SB	L	0.48	10.3	B	SB	L	0.49	10.6	B	SB	L	0.49	10.6	B
	SB	TR	0.82	9.8	A	SB	TR	0.83	10.3	B	SB	TR	0.83	10.3	B

Table 24-8A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday AM Peak Hour)
Signalized Intersections

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Eleventh Ave. @ 57th Street	EB	L	1.09	443.4	F	EB	L	1.09	443.4	F	EB	L	1.09	443.4	F
	EB	**TR**	**1.19**	**381.3**	**F**	**EB**	**TR**	**1.19**	**383.1**	**F**	**EB**	**T**	**1.12**	**348.9**	**F**
											EB	**R**	**0.09**	**23.3**	**C**
	WB	L	1.03	203.4	F	WB	L	1.03	203.4	F	WB	L	1.04	241.4	F
	WB	TR	0.80	37.2	D	WB	TR	0.80	37.2	D	WB	TR	0.80	37.2	D
	NB	L	0.46	35.5	D	NB	L	0.46	35.5	D	NB	L	0.46	35.5	D
	NB	TR	0.66	22.5	C	NB	TR	0.67	22.6	C	NB	TR	0.67	22.6	C
	SB	L	1.18	266.1	F	SB	L	1.18	315.6	F	SB	L	1.18	315.6	F
	SB	TR	1.12	88.4	F	SB	TR	1.14	95.5	F	SB	TR	1.14	95.2	F
Twelfth Ave. @ 29th Street	WB	LR	1.61	831.7	F	WB	LR	1.74	888.3	F	WB	LR	1.55	749.2	F
	NB	T	0.60	9.0	A	NB	T	0.61	9.1	A	NB	T	0.62	10.6	B
	SB	T	0.80	4.9	A	SB	T	0.80	4.9	A	SB	T	0.82	5.5	A
Twelfth Ave. @ 30th Street	NB	TR	0.74	14.3	B	NB	TR	0.76	14.8	B	NB	TR	0.77	16.2	B
	SB	L	1.21	364.6	F	SB	L	1.26	383.8	F	SB	L	1.15	322.0	F
	SB	TR	0.85	6.2	A	SB	TR	0.85	6.2	A	SB	TR	0.86	7.9	A
Twelfth Ave. @ 37th Street	EB	LR	0.13	52.6	D	EB	LR	0.11	52.3	D	EB	LR	0.15	54.7	D
	EB	R	0.13	53.2	D	EB	R	0.14	53.5	D	EB	R	0.13	54.9	D
	NB	L	0.10	63.7	E	NB	L	0.10	63.7	E	NB	L	0.10	63.7	E
	NB	T	0.93	34.8	C	NB	T	0.94	36.0	D	NB	T	0.94	36.2	D
	SB	TR	1.13	139.7	F	SB	TR	1.14	141.5	F	SB	TR	1.11	129.2	F
Twelfth Ave. @ 41st Street	EB	LR	0.00	38.2	D	EB	LR	0.00	38.2	D	EB	LR	0.00	39.6	D
	WB	L	0.09	50.8	D	WB	L	0.09	50.8	D	WB	L	0.09	50.8	D
	WB	R	0.41	56.8	E	WB	R	0.41	56.8	E	WB	R	0.41	56.8	E
	NB	T	1.13	148.1	F	NB	T	1.14	153.3	F	NB	T	1.11	138.3	F
	SB	T	1.14	115.7	F	SB	T	1.14	117.6	F	SB	T	1.12	106.2	F
Twelfth Ave. @ 44th Street	NB	TR	0.81	19.1	B	NB	TR	0.82	19.4	B	NB	TR	0.83	20.3	C
	SB	L	1.09	291.7	F	SB	L	1.13	303.6	F	SB	L	1.10	288.3	F
	SB	T	0.81	7.6	A	SB	T	0.81	7.7	A	SB	T	0.82	8.5	A
Twelfth Ave.@ 46th Street	EB	LTR	0.28	56.5	E	EB	LTR	0.28	56.5	E	EB	LTR	0.29	57.7	E
	NB	TR	0.95	99.6	F	NB	TR	0.96	104.0	F	NB	TR	0.95	96.3	F
	SB	L	0.58	72.7	E	SB	L	0.61	74.7	E	SB	L	0.61	74.7	E
	SB	T	0.85	5.3	A	SB	T	0.86	5.4	A	SB	T	0.85	5.2	A
Twelfth Ave. @ 54th Street	EB	R	0.00	5.6	A	EB	R	0.00	5.6	A	EB	R	0.00	5.6	A
	WB	R	0.52	61.4	E	WB	R	0.52	61.4	E	WB	R	0.52	61.4	E
	NB	TR	1.01	72.2	E	NB	TR	1.01	73.7	E	NB	TR	1.01	73.7	E
	SB	L	0.70	68.0	E	SB	L	0.72	69.8	E	SB	L	0.72	69.8	E
	SB	T	1.18	129.9	F	SB	T	1.19	134.2	F	SB	T	1.19	134.2	F
Twelfth Ave. @ 56th Street	NB	T	1.15	164.0	F	NB	T	1.16	166.7	F	NB	T	1.14	158.3	F
	SB	L	0.99	55.5	E	SB	L	0.99	55.8	E	SB	L	0.99	55.8	E
	SB	T	0.94	5.4	A	SB	T	0.95	6.0	A	SB	T	0.95	6.0	A
Broadway @ 35th Street	WB	L	0.12	20.9	C	WB	L	0.12	20.9	C	WB	L	0.10	18.8	B
	WB	T	1.58	316.4	F	WB	T	1.68	360.5	F	WB	T	1.53	290.8	F
	SB	T	0.35	8.6	A	SB	T	0.35	8.6	A	SB	T	0.37	10.7	B
	SB	R	0.51	14.4	B	SB	R	0.54	15.2	B	SB	R	0.58	19.4	B

Table 24-8A (cont'd)
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(Weekday AM Peak Hour)
Signalized Intersections

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Broadway @ 42nd Street	EB	T	0.47	21.5	C	EB	T	0.48	21.6	C	EB	T	0.47	20.8	C
	WB	DefL	1.34	647.7	F	WB	DefL	1.39	663.2	F	WB	DefL	1.33	623.0	F
	WB	T	0.70	29.0	C	WB	T	0.71	29.5	C	WB	T	0.68	27.6	C
	SB	L	0.55	17.8	B	SB	L	0.55	17.8	B	SB	L	0.57	19.2	B
	SB	T	0.66	15.9	B	SB	T	0.66	15.9	B	SB	T	0.68	17.0	B
Dyer Ave @ 34th Street	EB	T	0.28	12.0	B	EB	T	0.29	12.1	B	EB	T	0.31	13.5	B
	WB	T	0.27	12.0	B	WB	T	0.29	12.1	B	WB	T	0.31	13.4	B
	WB	R	0.15	8.8	A	WB	R	0.15	8.8	A	WB	R	0.14	7.9	A
	SB	L	0.98	93.1	F	SB	L	1.10	256.4	F	SB	L	0.97	86.1	F
	SB	LR	0.99	94.9	F	SB	LR	0.95	86.2	F	SB	LR	0.97	85.9	F
	SB	R	0.99	99.0	F	SB	R	1.05	260.4	F	SB	R	0.80	59.4	E
Dyer Ave @ 36th Street	EB	LTR	0.77	92.6	F	EB	LTR	0.79	99.9	F	EB	TR	0.76	86.2	F
	NB	TR	0.19	26.0	C	NB	TR	0.19	26.0	C	NB	TR	0.20	26.9	C
	SB	L	0.68	37.2	D	SB	L	0.65	36.0	D	SB	L	0.65	36.0	D
	SB	LT	0.73	33.6	C	SB	LT	0.76	34.7	C	SB	LT	0.76	34.7	C
	SB	R	0.41	6.9	A	SB	R	0.41	7.0	A	SB	R	0.42	7.6	A

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-8B
2017 Future with the Proposed Actions: Approach Movement Operations With and Without Proposed Mitigation (Weekday AM Peak Hour) Unsignalized Intersections[1]

Intersection	2017 Interim Future Without the Proposed Actions			2017 Interim Future With the Proposed Actions			2017 Future With the Proposed Actions and Mitigation		
	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS
Twelfth Ave. @ 33rd St.	WB	20.4	C	WB	29.4	D	WB	32.6	C
	NB	--	--	NB	--	--	NB	34.0	C
Twelfth Ave. @ 47th St.	WB	25.3	D	WB	25.3	D	WB	42.5	D
	NB	--	--	NB	--	--	NB	31.8	C

Table 24-8C
2017 Future with the Proposed Actions: Proposed Mitigation Measures (Weekday AM Peak Hour)[1]

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
	EB: G=44 NB: G=36	EB: G=39 NB: G=41
Sixth Ave. @ 34th St.	Impacts cannot be fully mitigated	
Sixth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Seventh Ave. @ 28th St.	EB: G=31 SB: G=49	EB: G=32 SB: G=48
Seventh Ave. @ 29th St.	WB: G=36 SB: G=44	WB: G=38 SB: G=42
Seventh Ave. @ 30th St.	EB: G=36 SB: G=44	EB: G=38 SB: G=42
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.*	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
Seventh Ave. @ 34th St.	Impacts cannot be fully mitigated	
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12') – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12') – Restriping by prohibiting parking on the south side of 36th St.
Seventh Ave. @ 37th St.	WB: G=40 SB: G=40	WB: G=41 SB: G=39

[1] This table has been revised for the FEIS.

Table 24-8C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Seventh Ave. @ 38th St.	WB: G=36 SB: G=44	EB: G=37 SB: G=43
Eighth Ave. @ 29th St.	WB: G=36 NB: G=44	WB: G=38 NB: G=42
Eighth Ave. @ 30th St.	EB: G=38 NB: G=42	EB: G=40 NB: G=40
Eighth Ave. @ 31st St.*	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 35th St.	NB: G=49 WB: G=31	NB: G=47 WB: G=33
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
	EB: G=37 SB: G=43	EB: G=33 SB: G=47
Ninth Ave. @ 29th St.	WB: G=35 SB: G=45	WB: G=34 SB: G=46
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=29 SBT: G=25 SB: G=19
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=10 EB/WB: G=30 SB: G=35	WB: G=10 EB/WB: G=33 SB: G=32
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=32 SB: G=48
Ninth Ave. @ 36th St.	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: G=31 SB: G=49
Ninth Ave. @ 38th St.	EB: G=30 SB: G=50	EB: G=31 SB: G=49
Ninth Ave. @ 42nd St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=33 NB: G=47
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49

Table 24-8C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 33rd St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Tenth Ave. @ 34th St.*	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe
	EB/WB: G=30 NB: G=50	EB/WB: G=35 NB: G=45
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Tenth Ave. @ 36th St.*	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, TR – An additional lane from enforcing the existing parking prohibition on the east side of Tenth Ave. during the AM.
Tenth Ave. @ 40th St.*	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach (10' each)
Tenth Ave. @ 42nd St.	Ped EB/WB: G=7 EB/WB: G=28 NB: G=45	Ped EB/WB: G=7 EB/WB: G=29 NB: G=44
Tenth Ave. @ 43rd St.	NB (4 lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from prohibiting parking on the west side of Tenth Ave.
Eleventh/Twelfth Ave. @ 22nd St.	Impacts cannot be fully mitigated	
Eleventh Ave. @ 24th St.	SBL&NBL&EBR: G=24 SB: G=27	SBL&NBL&EBR: G=23 SB: G=28
Eleventh Ave @ 26th St.	EB: G=22 SB: G=58	EB: G=23 SB: G=57
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
	EB: G=40 SB: G=40	EB: G=39 SB: G=41
Eleventh Ave. @ 33rd St.	WB: G=25 SB: G=55	WB: G=34 SB: G=46
Eleventh Ave. @ 38th St.	Ped EB/WB: G=26 NB/SB: G=54	Ped EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 42nd St.	Impacts cannot be fully mitigated	
Eleventh Ave. @ 44th St.	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.*	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.

Table 24-8C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday AM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Eleventh Ave. @ 54th St.	EB: (1 Lane) LTR (10') Standing bus lane on right. Parking with 10 maneuvers	EB: (1 Lane) LTR (14') Standing bus lane removed. No parking, 0 maneuvers.
Eleventh Ave. @ 57th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 29th St.	WB: G=26 NB/SB: G=113	WB: G=29 NB/SB: G=110
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB Through: G=107 SB Left: G= 16	EB: G=11 NB/SB Through: G=105 SB Left: G= 18
Twelfth Ave. @ 33rd St.*	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	Signalized WB: G=60 NB: G=80
Twelfth Ave. @ 37th St.	EB: G=27. SB T and R: G=22 SB and NB: G=67 NB T and L: G=14	EB: G=25. SB T and R: G=24 SB and NB: G=67 NB T and L: G=14
Twelfth Ave. @ 41st St.	EB/WB: G=28 EB only: G=9 NB/SB: G=71 SB only: G=21	EB/WB: G=28 EB only: G=7 NB/SB: G=73 SB only: G=21
Twelfth Ave. @ 44th St.	NB/SB w/o SBL: G=102 SBL: G=37	NB/SB w/o SBL: G=101 SBL: G=38
Twelfth Ave. @ 46th St.	EB: G=18 NB/SBT w/ NBR: G=86 SB: G=20	EB: G=17 NB/SBT w/ NBR: G=87 SB: G=20
Twelfth Ave. @ 47th St.*	Unsignalized	Signalized WB: G=52 NB: G=88
Twelfth Ave. @ 54th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 56th St.	Impacts cannot be fully mitigated	
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=34 SB: G=46
Broadway @ 42nd St.	EB/WB: G=36 SB: G=44	EB/WB: G=37 SB: G=43
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.
Dyer Ave. @ 34th St.	EB/WB w/o WBR: G=27 SB & WBR: G=15	EB/WB w/o WBR: G=25 SB & WBR: G=17
Dyer Ave. @ 36th St.	EB: G= 26 SB: G= 25 NB/SBR: G= 24	EB: G= 27 SB: G= 25 NB/SBR: G= 23

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-9A
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections[1]

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Sixth Ave. @ 28th Street	EB	LT	1.19	333.4	F	EB	LT	1.22	341.6	F	EB	LT	1.18	321.8	F
	NB	TR	0.85	20.7	C	NB	TR	0.86	20.9	C	NB	TR	0.88	22.7	C
Sixth Ave. @ 30th Street	**EB**	**LT**	**1.32**	**345.6**	**F**	**EB**	**LT**	**1.38**	**367.9**	**F**	**EB**	**L**	**0.55**	**19.4**	**B**
											EB	**T**	**0.79**	**89.6**	**F**
	NB	TR	0.91	52.3	D	NB	TR	0.92	53.6	D	NB	TR	0.92	53.6	D
Sixth Ave. @ 34th Street	EB	T	0.72	22.4	C	EB	T	0.75	23.6	C	EB	T	0.75	23.6	C
	WB	TR	0.56	15.1	B	WB	TR	0.57	15.2	B	WB	TR	0.57	15.2	B
	NB	T	1.18	204.6	F	NB	T	1.19	211.0	F	NB	T	1.19	211.0	F
	SB	T	1.54	460.2	F	SB	T	1.54	460.2	F	SB	T	1.54	460.2	F
Seventh Ave. @ 29th Street	WB	LT	1.44	446.2	F	WB	LT	1.46	455.0	F	WB	LT	1.42	430.3	F
	SB	TR	0.66	20.8	C	SB	TR	0.66	20.6	C	SB	TR	0.72	23.5	C
Seventh Ave. @ 30th Street	EB	T	1.32	414.3	F	EB	T	1.38	435.9	F	EB	T	1.30	391.6	F
	EB	R	0.51	24.5	C	EB	R	0.52	24.9	C	EB	R	0.49	22.6	C
	SB	LT	0.65	20.0	C	SB	LT	0.65	20.1	C	SB	LT	0.73	24.6	C
Seventh Ave. @ 31st Street	**WB**	**LT**	**1.36**	**406.2**	**F**	**WB**	**LT**	**1.39**	**416.3**	**F**	**WB**	**L**	**0.36**	**19.7**	**B**
											WB	**T**	**1.08**	**292.4**	**F**
	SB	TR	0.84	31.8	C	SB	TR	0.83	31.1	C	SB	TR	0.87	35.7	D
Seventh Ave. @ 33rd Street	**WB**	**LT**	**1.47**	**666.0**	**F**	**WB**	**LT**	**1.48**	**668.3**	**F**	**WB**	**L**	**0.89**	**74.1**	**E**
											WB	**T**	**0.73**	**43.1**	**D**
	SB	TR	1.01	72.7	E	SB	TR	1.04	82.3	F	SB	TR	0.69	6.6	A
Seventh Ave. @ 35th Street	WB	L	0.66	32.9	C	WB	L	0.66	32.9	C	WB	L	0.66	32.9	C
	WB	LT	1.03	187.9	F	WB	LT	1.09	360.9	F	WB	LT	0.88	44.3	D
	SB	TR	0.85	26.8	C	SB	TR	0.86	27.9	C	SB	TR	0.77	21.7	C
Seventh Ave. @ 36th Street	EB	TR	1.04	209.5	F	EB	TR	1.07	322.3	F	EB	TR	0.92	36.9	D
	SB	LT	0.90	25.7	C	SB	LT	0.91	27.2	C	SB	LT	0.81	21.8	C
Eighth Ave. @ 29th Street	WB	TR	1.48	461.7	F	WB	TR	1.50	468.9	F	WB	TR	1.46	445.1	F
	NB	LT	0.75	19.9	B	NB	LT	0.76	20.1	C	NB	LT	0.78	21.5	C
Eighth Ave. @ 31st Street	**WB**	**TR**	**1.08**	**357.1**	**F**	**WB**	**TR**	**1.09**	**362.3**	**F**	**WB**	**T**	**0.48**	**19.0**	**B**
											WB	**R**	**1.30**	**584.9**	**F**
	NB	LT	0.94	29.8	C	NB	LT	0.95	31.2	C	NB	LT	0.95	31.2	C
Eighth Ave. @ 33rd Street	WB	TR	0.49	15.4	B	WB	TR	0.51	15.7	B	WB	TR	0.52	16.4	B
	NB	LT	1.17	171.9	F	NB	LT	1.19	180.0	F	NB	LT	1.15	162.3	F
Eighth Ave. @ 34th Street	EB	T	0.70	26.8	C	EB	T	0.73	28.0	C	EB	T	0.74	29.7	C
	WB	T	0.46	18.8	B	WB	T	0.48	19.1	B	WB	T	0.49	19.9	B
	WB	R	0.70	33.3	C	WB	R	0.70	33.3	C	WB	R	0.72	36.1	D
	NB	LTR	1.12	150.5	F	NB	LTR	1.12	152.6	F	NB	LTR	1.09	136.6	F
Eighth Ave. @ 35th Street	WB	TR	1.21	375.4	F	WB	TR	1.25	387.2	F	WB	TR	1.22	367.3	F
	NB	LT	0.93	28.7	C	NB	LT	0.94	29.1	C	NB	LT	0.96	33.4	C

[1] This table has been revised for the FEIS.

Table 24-9A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Eighth Ave. @ 36th Street	EB	LT	0.84	200.9	F	EB	LT	0.87	214.1	F	EB	LT	0.78	141.0	F
	NB	TR	1.03	99.1	F	NB	TR	1.04	100.4	F	NB	TR	1.04	100.4	F
Ninth Ave. @ 28th Street	**EB**	**TR**	**1.06**	**300.2**	**F**	**EB**	**TR**	**1.10**	**332.7**	**F**	**EB**	**T**	**0.71**	**29.5**	**C**
											EB	**R**	**0.29**	**19.3**	**B**
	SB	L	0.74	25.5	C	SB	L	0.75	26.0	C	SB	L	0.75	26.0	C
	SB	T	0.95	29.2	C	SB	T	0.96	30.2	C	SB	T	0.96	30.2	C
Ninth Ave. @ 29th Street	WB	LT	0.72	27.7	C	WB	LT	0.74	28.3	C	WB	LT	0.76	29.9	C
	SB	TR	1.13	131.8	F	SB	TR	1.14	135.4	F	SB	TR	1.11	123.7	F
Ninth Ave. @ 30th Street	EB	TR	1.14	489.2	F	EB	TR	1.19	503.5	F	EB	TR	1.14	468.6	F
	SB	L	2.10	653.6	F	SB	L	2.10	655.6	F	SB	L	1.98	594.5	F
	SB	T	0.92	23.4	C	SB	T	0.92	23.7	C	SB	T	0.67	14.3	B
Ninth Ave. @ 31st Street	WB	LTR	1.00	62.2	E	WB	LTR	1.01	98.1	F	WB	LTR	0.88	37.9	D
	SB	TR	0.82	13.9	B	SB	TR	0.83	14.0	B	SB	TR	0.90	20.5	C
Ninth Ave. @ 33rd Street	**WB**	**LT**	**1.48**	**542.6**	**F**	**WB**	**LT**	**1.57**	**576.0**	**F**	**WB**	**L**	**0.72**	**44.5**	**D**
											WB	**T**	**1.08**	**348.4**	**F**
	SB	TR	0.87	15.9	B	SB	TR	0.89	16.7	B	SB	TR	0.89	16.7	B
Ninth Ave. @ 34th Street	EB	T	0.83	46.0	D	EB	T	0.87	49.4	D	EB	T	0.81	41.6	D
	EB	R	1.44	533.9	F	EB	R	1.48	551.1	F	EB	R	1.35	471.2	F
	WB	LT	0.84	29.2	C	WB	LT	0.86	31.1	C	WB	LT	0.82	26.3	C
	SB	**LTR**	**1.18**	**176.7**	**F**	**SB**	**LTR**	**1.19**	**182.5**	**F**	**SB**	**LT**	**1.14**	**162.0**	**F**
											SB	**R**	**0.54**	**29.5**	**C**
Ninth Ave. @ 35th Street	WB	LT	1.32	487.9	F	WB	LT	1.38	513.7	F	WB	LT	1.34	484.3	F
	SB	TR	0.74	12.0	B	SB	TR	0.75	12.2	B	SB	TR	0.77	13.3	B
Ninth Ave. @ 36th Street	EB	TR	0.87	73.9	E	EB	TR	0.92	94.1	F	EB	TR	0.86	63.1	E
	SB	**LT**	**1.05**	**92.8**	**F**	**SB**	**LT**	**1.06**	**98.1**	**F**	**SB**	**L**	**0.40**	**11.1**	**B**
											SB	**T**	**0.92**	**21.8**	**C**
Ninth Ave. @ 42nd Street	EB	TR	0.62	156.1	F	EB	TR	0.63	158.9	F	EB	TR	0.61	142.7	F
	WB	DefL	1.15	684.5	F	WB	DefL	1.16	720.3	F	WB	DefL	1.13	611.6	F
	WB	T	0.35	18.4	B	WB	T	0.36	18.5	B	WB	T	0.35	17.8	B
	SB	**LTR**	**1.18**	**176.0**	**F**	**SB**	**LTR**	**1.19**	**180.3**	**F**	**SB**	**LT**	**1.16**	**169.2**	**F**
											SB	**R**	**0.20**	**18.9**	**B**
Tenth Ave. @ 26th Street	EB	LT	1.15	405.1	F	EB	LT	1.17	413.5	F	EB	LT	1.13	388.2	F
	NB	TR	0.86	16.5	B	NB	TR	0.86	16.8	B	NB	TR	0.88	18.5	B
Tenth Ave. @ 28th Street	EB	LT	1.29	464.0	F	EB	LT	1.33	479.6	F	EB	LT	1.28	449.3	F
	NB	TR	0.70	11.2	B	NB	TR	0.70	11.3	B	NB	TR	0.72	12.2	B
Tenth Ave. @ 30th Street	EB	LT	2.85	1164.0	F	EB	LT	3.12	1284.0	F	EB	LT	1.39	475.7	F
	NB	T	0.66	10.6	B	NB	T	0.66	10.7	B	NB	T	0.66	10.7	B
	NB	R	1.55	442.6	F	NB	R	1.55	442.6	F	NB	R	0.79	26.1	C

Table 24-9A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Tenth Ave. @ 31st Street	WB	R	2.20	853.5	F	WB	R	2.26	877.8	F	WB	R	2.16	822.6	F
	NB	T	0.79	12.9	B	NB	T	0.81	13.4	B	NB	T	0.83	14.6	B
Tenth Ave. @ 33rd Street	WB	TR	0.96	54.6	D	WB	TR	1.02	139.1	F	WB	TR	0.76	33.4	C
	NB	**LT**	**1.06**	**151.8**	**F**	**NB**	**LT**	**1.09**	**163.3**	**F**	**NB**	**R**	**0.68**	**42.6**	**D**
											NB	**LT**	**1.05**	**141.2**	**F**
Tenth Ave. @ 34th Street	EB	DefL	0.85	67.9	E	EB	DefL	0.95	88.7	F	EB	DefL	0.87	67.5	E
	EB	T	0.49	27.6	C	EB	T	0.53	28.6	C	EB	T	0.49	26.3	C
	WB	T	0.48	25.7	C	WB	T	0.51	26.1	C	WB	T	0.48	24.2	C
	WB	R	1.26	473.4	F	WB	R	1.28	483.3	F	WB	R	1.17	410.9	F
	NB	**LTR**	**1.06**	**99.1**	**F**	**NB**	**LTR**	**1.08**	**106.0**	**F**	**NB**	**LT**	**0.98**	**28.4**	**C**
											NB	**R**	**0.56**	**16.0**	**B**
Tenth Ave. @ 35th Street	WB	TR	1.30	350.2	F	WB	TR	1.38	381.8	F	WB	TR	1.29	328.7	F
	NB	LT	0.99	27.7	C	NB	LT	1.01	75.3	E	NB	LT	0.84	15.3	B
Tenth Ave. @ 36th Street	EB	LT	0.41	132.0	F	EB	LT	0.43	133.8	F	EB	LT	0.42	123.7	F
	NB	TR	1.04	88.6	F	NB	TR	1.07	98.0	F	NB	T	0.87	15.4	B
Tenth Ave. @ 42nd Street	EB	LT	2.17	892.4	F	EB	LT	2.20	907.0	F	EB	LT	1.99	779.6	F
	WB	TR	1.35	382.1	F	WB	TR	1.36	383.6	F	WB	TR	1.31	357.1	F
	NB	LTR	0.88	19.4	B	NB	LTR	0.90	20.2	C	NB	LTR	0.92	22.4	C
Tenth Ave. @ 43st Street	EB	L	0.03	17.2	B	EB	L	0.03	17.2	B	EB	L	0.03	17.2	B
	WB	TR	0.56	115.8	F	WB	TR	0.56	116.2	F	WB	TR	0.56	116.2	F
	NB	LT	1.25	189.9	F	NB	LT	1.26	191.0	F	NB	LT	0.98	30.2	C
Eleventh Ave. @ 24th Street	EB	R	0.19	26.3	C	EB	R	0.19	26.3	C	EB	R	0.20	27.1	C
	NB	L	0.29	27.2	C	NB	L	0.29	27.2	C	NB	L	0.30	28.1	C
	SB	L	0.27	4.7	A	SB	L	0.29	4.8	A	SB	L	0.29	4.8	A
	SB	TR	1.39	280.3	F	SB	TR	1.43	297.5	F	SB	TR	1.37	271.2	F
Eleventh Ave. @ 29th Street	WB	LT	0.90	43.5	D	WB	LT	0.96	54.4	D	WB	LT	0.89	39.9	D
	SB	TR	0.54	16.2	B	SB	TR	0.58	16.6	B	SB	TR	0.62	19.6	B
Eleventh Ave. @ 30th Street	EB	TR	1.24	374.5	F	EB	TR	1.34	421.5	F	EB	TR	0.61	21.6	C
	SB	LT	1.13	155.5	F	SB	LT	1.22	194.7	F	SB	LT	1.08	128.3	F
Eleventh Ave. @ 33rd Street	WB	L	0.73	46.5	D	WB	L	1.33	352.6	F	WB	L	0.71	36.9	D
	WB	LT	0.78	39.4	D	WB	LT	0.93	55.8	E	WB	LT	0.71	28.3	C
	SB	TR	0.49	5.9	A	SB	TR	0.54	6.2	A	SB	TR	0.65	14.1	B
Eleventh Ave. @ 37th Street	EB	LR	0.16	28.2	C	EB	LR	0.16	28.2	C	EB	LR	0.14	26.3	C
	WB	L	0.81	60.1	E	WB	L	0.85	65.6	E	WB	L	0.75	50.4	D
	WB	R	0.49	38.5	D	WB	R	0.49	38.7	D	WB	R	0.44	34.5	C
	NB	T	0.07	6.0	A	NB	T	0.07	6.0	A	NB	T	0.08	6.8	A
	SB	T	0.53	9.4	A	SB	T	0.55	9.7	A	SB	T	0.57	10.9	B

Table 24-9A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Eleventh Ave. @ 42nd Street	EB	TR	0.72	31.0	C	EB	TR	0.72	31.3	C	EB	TR	0.75	33.4	C
	WB	L	0.44	18.4	B	WB	L	0.48	19.4	C	WB	L	0.51	21.0	C
	WB	LT	0.45	15.7	B	WB	LT	0.43	15.4	B	WB	LT	0.42	15.9	B
	SB	LT	0.99	102.6	F	SB	LT	1.01	111.3	F	SB	LT	0.99	95.9	F
	SB	R	0.74	46.7	D	SB	R	0.74	46.7	D	SB	R	0.67	37.6	D
Eleventh Ave. @ 47th Street	WB	LTR	0.96	63.7	E	WB	LTR	0.98	68.6	E	WB	LTR	0.93	57.0	E
	NB	L	0.20	11.2	B	NB	L	0.20	11.7	B	NB	L	0.20	11.9	B
	NB	T	0.07	6.1	A	NB	T	0.08	6.1	A	NB	T	0.08	6.4	A
	SB	**TR**	**0.92**	**32.2**	**C**	**SB**	**TR**	**0.94**	**35.6**	**D**	**SB**	**T**	**0.87**	**24.1**	**C**
											SB	**R**	**0.06**	**6.4**	**A**
Twelfth Ave. @ 24th Street	WB	L	0.49	46.9	D	WB	L	0.48	46.7	D	WB	L	0.53	50.0	D
	WB	LTR	0.50	47.7	D	WB	LTR	0.51	48.0	D	WB	LTR	0.53	50.7	D
	WB	R	0.49	47.8	D	WB	R	0.49	47.8	D	WB	R	0.55	52.3	D
	NB	TR	1.00	44.8	D	NB	TR	1.01	84.3	F	NB	TR	0.98	39.7	D
	SB	L	0.79	91.6	F	SB	L	0.79	91.6	F	SB	L	0.79	91.6	F
	SB	T	1.11	166.9	F	SB	T	1.11	167.5	F	SB	T	1.07	149.9	F
Twelfth Ave. @ 29th Street	WB	LR	1.49	763.4	F	WB	LR	1.65	831.7	F	WB	LR	1.46	686.4	F
	NB	T	0.60	10.4	B	NB	T	0.60	10.5	B	NB	T	0.62	12.2	B
	SB	T	0.79	14.7	B	SB	T	0.79	14.7	B	SB	T	0.82	17.3	B
Twelfth Ave. @ 30th Street	NB	TR	0.78	16.4	B	NB	TR	0.83	18.2	B	NB	TR	0.84	19.3	B
	SB	L	1.32	370.3	F	SB	L	1.40	400.7	F	SB	L	1.31	355.5	F
	SB	TR	0.84	18.7	B	SB	TR	0.84	18.7	B	SB	TR	0.85	19.7	B
Twelfth Ave. @ 41st Street	EB	LR	0.02	24.9	C	EB	LR	0.02	24.9	C	EB	LR	0.02	24.9	C
	WB	L	0.08	37.8	D	WB	L	0.08	37.8	D	WB	L	0.08	37.8	D
	WB	R	0.46	44.2	D	WB	R	0.46	44.2	D	WB	R	0.46	44.2	D
	NB	T	1.07	126.6	F	NB	T	1.08	131.7	F	NB	T	1.06	122.0	F
	SB	T	1.08	96.2	F	SB	T	1.08	97.9	F	SB	T	1.08	97.9	F
Twelfth Ave. @ 42nd Street	EB	LTR	0.08	32.4	C	EB	LTR	0.08	32.4	C	EB	LTR	0.08	32.4	C
	WB	L	0.60	45.6	D	WB	L	0.60	45.6	D	WB	L	0.60	45.6	D
	WB	R	0.61	22.6	C	WB	R	0.61	22.6	C	WB	R	0.62	23.5	C
	NB	T	1.09	129.7	F	NB	T	1.10	134.5	F	NB	T	1.08	123.5	F
	NB	R	0.49	32.9	C	NB	R	0.50	33.2	C	NB	R	0.49	32.1	C
	SB	L	0.46	43.2	D	SB	L	0.46	43.2	D	SB	L	0.47	44.3	D
	SB	T	0.91	24.5	C	SB	T	0.91	24.8	C	SB	T	0.91	24.8	C
Twelfth Ave.@ 46th Street	EB	LTR	0.12	35.9	D	EB	LTR	0.12	35.9	D	EB	LTR	0.13	36.8	D
	NB	TR	1.10	168.1	F	NB	TR	1.11	171.6	F	NB	TR	1.10	162.7	F
	SB	L	0.64	75.7	E	SB	L	0.64	75.7	E	SB	L	0.64	75.7	E
	SB	T	0.71	16.9	B	SB	T	0.71	17.0	B	SB	T	0.70	16.1	B

Table 24-9A
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Broadway @ 35th Street	WB	L	0.09	20.5	C	WB	L	0.09	20.5	C	WB	L	0.08	19.1	B
	WB	T	1.28	188.1	F	WB	T	1.33	209.9	F	WB	T	1.25	173.4	F
	SB	T	0.33	10.4	B	SB	T	0.33	10.4	B	SB	T	0.35	11.9	B
	SB	R	0.35	10.8	B	SB	R	0.35	10.9	B	SB	R	0.37	12.6	B
Dyer Ave @ 36th Street	EB	LTR	0.77	93.0	F	EB	LTR	0.81	106.5	F	EB	LTR	0.78	90.4	F
	NB	TR	0.27	31.3	C	NB	TR	0.27	31.3	C	NB	TR	0.27	31.3	C
	SB	L	0.43	29.7	C	SB	L	0.35	28.2	C	SB	L	0.41	30.0	C
	SB	LT	0.44	27.9	C	SB	LT	0.47	28.4	C	SB	LT	0.48	29.2	C
	SB	R	0.32	10.0	A	SB	R	0.32	10.0	A	SB	R	0.33	10.5	B

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-9B
2017 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday Midday Peak Hour) Unsignalized Intersections[1]

	2017 Interim Future Without the Proposed Actions			2017 Interim Future With the Proposed Actions			2017 Future With the Proposed Actions and Mitigation		
Intersection	**App**	**Delay Sec/Veh**	**LOS**	**App**	**Delay Sec/Veh**	**LOS**	**App**	**Delay Sec/Veh**	**LOS**
Twelfth Ave. @ 33rd St.	WB	27.7	D	WB	435.0	F	WB	25.3	C
	NB	--	--	NB	--	--	NB	32.9	C
Twelfth Ave. @ 47th St.	WB	25.7	D	WB	27.6	D	WB	30.8	C
	NB	--	--	NB	--	--	NB	107.8	F

[1] This table has been revised for the FEIS.

Table 24-9C
2017 Future with the Proposed Actions: Proposed Mitigation Measures (Weekday Midday Peak Hour)[1]

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
6th Ave @ 34th St.	Impacts cannot be fully mitigated	
Seventh Ave. @ 29th St.	WB: G=36 SB: G=44	WB: G=37 SB: G=43
Seventh Ave. @ 30th St.	EB: G=36 SB: G=44	EB: G=38 SB: G=42
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12') – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12') – Restriping by prohibiting parking on the south side of 36th St.
Eighth Ave. @ 29th St.	WB: G=40 NB: G=40	WB: G= 41 NB: G=39
Eighth Ave. @ 31st St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 34th St.	EB/WB: G=40 NB: G= 33	EB/WB: G=39 NB: G=34
Eighth Ave. @ 35th St.	WB: G=40 NB: G=40	WB: G=41 NB: G=39
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
Ninth Ave. @ 29th St.	WB: G=35 SB: G=45	WB: G=34 SB: G=46
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=28 SBT: G=27 SB: G=18
Ninth Ave. @ 31st St.	WB: G=30 SB: G=50	WB: G=34 SB: G=46
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe

[1] This table has been revised for the FEIS.

Table 24-9C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Ninth Ave. @ 34th St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	EB/WB: G=30 SB: G=35	EB/WB: G=32 SB: G=33
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 36th St.	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: G=32 SB: G=48
Ninth Ave. @ 42nd St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=4 EB/WB: G=29 Ped N-S: G=7 NB/SB: G=35	WB: G=4 EB/WB: G=30 Ped N-S: G=7 NB/SB: G=34
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=33 NB: G=47
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 33rd St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
	WB: G=32 NB: G=48	WB: G=30 NB: G=50
Tenth Ave. @ 34th St.	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe
	EB/WB: G=30 NB: G=50	EB/WB: G=32 NB: G=48
Tenth Ave. @ 35th St.	NB (4 Lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from daylighting the east side of Tenth Ave.
	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 36th St.	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, TR – An additional lane from enforcing the existing parking prohibition on the east side of Tenth Ave., during the MD
	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 40th St.*	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach. (10' each)
Tenth Ave. @ 42nd St.	EB/WB: G=28 NB: G=45	EB/WB: G=29 NB: G=44
Tenth Ave. @ 43rd St.	NB (4 lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from prohibiting parking on the west side of Tenth Ave.

Table 24-9C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Eleventh Ave. @ 24th St.	SBL&NBL&EBR: G=24 SB: G=27	SBL&NBL&EBR: G=23 SB: G=28
Eleventh Ave. @ 29th St.	WB: G=40 SB: G=40	WB: G=43 SB: G=37
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 33rd St.	WB: G=25 SB: G=55	WB: G=35 SB: G=45
Eleventh Ave. @ 37th St.	EB/WB: G=22 NB/SB: G=58	EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 42nd St.	EB/WB: G=33 SB: G=35	EB/WB: G=32 SB: G=36
Eleventh Ave. @ 44th St.*	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
	WB: G=22 SB/NB: G=58	WB: G=23 SB/NB: G=57
Eleventh Ave. @ 54th St.*	EB: (1 Lane) LTR (10') Standing bus lane on right. Parking with 10 maneuvers	EB: (1 Lane) LTR (14') Standing bus lane removed. No parking, 0 maneuvers.
Eleventh Ave. @ 57th St.*	EB: (2 Lanes) L, TR	EB: (3 Lanes) L, T, R – An additional lane from prohibiting parking on the south side of 57th St., and restripe
Twelfth Ave. @ 24th St.	WB: G=26 NB/SB: G=62 NB T&R: G=2 SBL: G=10	WB: G=24 NB/SB: G=64 NB T&R: G=2 SBL: G=10
Twelfth Ave. @ 29th St.	WB: G=26 NB/SB: G=83	WB: G=29 NB/SB: G=80
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB Through: G=79 SB Left: 14	EB: G=11 NB/SB Through: G=78 SB Left: 15
Twelfth Ave. @ 33rd St.	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	Signalized WB: G=50 NB: G=60
Twelfth Ave. @ 41st St.	EB/WB: G=26 EB only: G=11 NB/SB: G=50 SB only: G= 12	EB/WB: G=26 EB only: G=11 NB/SB: G=51 SB only: G= 11
Twelfth Ave. @ 42nd St.	EB/WB: G=33 NB/SBT: G=45 SB/WBR: G=26	EB/WB: G=33 NB/SBT: G=46 SB/WBR: G=25
Twelfth Ave. @ 46th St.	EB: G=19 N/S: G=65	EB: G=18 N/S: G=66

Table 24-9C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 47th St.*	Unsignalized	Signalized WB: G=45 NB: G=65
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=33 SB: G=47
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.
Dyer Ave @ 36th St.	EB: G= 26 SB: G=25 NB/SBR: G=24	EB: G=27 SB: G=24 NB/SBR: G=24

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-10A
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections[1]

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Sixth Ave. @ 28th Street	EB	LT	1.31	380.1	F	EB	LT	1.34	391.0	F	EB	LT	1.30	369.3	F
	NB	TR	0.83	19.8	B	NB	TR	0.84	19.9	B	NB	TR	0.86	21.6	C
Sixth Ave. @ 30th Street	**EB**	**LT**	**1.28**	**317.0**	**F**	**EB**	**LT**	**1.33**	**338.3**	**F**	**EB**	**L**	**0.45**	**17.3**	**B**
											EB	**T**	**0.84**	**104.3**	**F**
	NB	TR	0.92	31.0	C	NB	TR	0.92	31.2	C	NB	TR	0.92	31.2	C
Sixth Ave. @ 34th Street	EB	T	0.51	15.3	B	EB	T	0.53	15.6	B	EB	T	0.57	16.3	B
	WB	TR	0.59	15.6	B	WB	TR	0.60	15.7	B	WB	TR	0.62	16.1	B
	NB	T	1.27	248.5	F	NB	T	1.29	253.3	F	NB	T	1.29	253.3	F
	SB	T	1.80	574.5	F	SB	T	1.80	577.1	F	SB	T	1.80	577.1	F
Sixth Ave. @ 36th Street	EB	L	1.01	127.1	F	EB	L	1.03	171.5	F	EB	L	0.93	70.1	E
	EB	T	0.63	21.9	C	EB	T	0.67	22.9	C	EB	T	0.64	20.8	C
	NB	TR	0.61	17.0	B	NB	TR	0.61	17.0	B	NB	TR	0.64	19.1	B
Seventh Ave. @ 29th Street	WB	LT	1.50	477.4	F	WB	LT	1.52	486.4	F	WB	LT	1.48	461.6	F
	SB	TR	0.69	15.6	B	SB	TR	0.70	15.8	B	SB	TR	0.72	16.9	B
Seventh Ave. @ 30th Street	EB	T	1.25	370.8	F	EB	T	1.32	400.9	F	EB	T	1.22	339.6	F
	EB	R	0.75	204.7	F	EB	R	0.78	223.3	F	EB	R	0.71	155.9	F
	SB	LT	0.65	14.8	B	SB	LT	0.65	14.8	B	SB	LT	0.70	18.0	B
Seventh Ave. @ 31st Street	**WB**	**LT**	**1.20**	**329.5**	**F**	**WB**	**LT**	**1.23**	**340.0**	**F**	**WB**	**L**	**0.37**	**19.9**	**B**
											WB	**T**	**0.90**	**43.2**	**D**
	SB	TR	0.81	20.2	C	SB	TR	0.82	20.3	C	SB	TR	0.82	20.3	C
Seventh Ave. @ 33rd Street	**WB**	**LT**	**1.14**	**520.9**	**F**	**WB**	**LT**	**1.15**	**523.0**	**F**	**WB**	**L**	**0.70**	**50.9**	**D**
											WB	**T**	**0.59**	**36.4**	**D**
	SB	TR	1.07	91.2	F	SB	TR	1.10	105.0	F	SB	TR	0.80	8.4	A
Seventh Ave. @ 35th Street	WB	L	0.58	30.5	C	WB	L	0.58	30.5	C	WB	L	0.58	30.5	C
	WB	LT	1.37	476.5	F	WB	LT	1.43	496.1	F	WB	LT	1.15	328.8	F
	SB	TR	0.84	17.5	B	SB	TR	0.85	18.0	B	SB	TR	0.85	18.0	B
Seventh Ave. @ 36th Street	EB	TR	1.24	408.6	F	EB	TR	1.30	429.0	F	EB	TR	1.12	315.6	F
	SB	LT	0.83	18.8	B	SB	LT	0.84	19.1	B	SB	LT	0.84	19.1	B
Eighth Ave. @ 29th Street	WB	TR	1.79	620.9	F	WB	TR	1.82	633.9	F	WB	TR	1.77	604.9	F
	NB	LT	0.76	16.9	B	NB	LT	0.77	17.1	B	NB	LT	0.79	18.4	B
Eighth Ave. @ 30th Street	EB	LT	1.30	394.6	F	EB	LT	1.34	410.6	F	EB	LT	1.31	388.6	F
	NB	TR	0.83	20.5	C	NB	TR	0.84	20.8	C	NB	TR	0.86	22.6	C
Eighth Ave. @ 31st Street	**WB**	**TR**	**1.08**	**317.9**	**F**	**WB**	**TR**	**1.09**	**322.3**	**F**	**WB**	**T**	**0.61**	**22.1**	**C**
											WB	**R**	**1.07**	**345.1**	**F**
	NB	LT	1.09	118.0	F	NB	LT	1.09	119.7	F	NB	LT	1.06	107.3	F
Eighth Ave. @ 33rd Street	WB	TR	0.54	16.1	B	WB	TR	0.56	16.5	B	WB	TR	0.57	17.3	B
	NB	LT	1.25	207.0	F	NB	LT	1.27	216.6	F	NB	LT	1.23	197.6	F
Eighth Ave. @ 34th Street	EB	T	0.63	23.9	C	EB	T	0.65	24.6	C	EB	T	0.71	27.7	C
	WB	T	0.47	18.8	B	WB	T	0.48	19.0	B	WB	T	0.50	20.0	B
	WB	R	0.71	33.4	C	WB	R	0.71	33.4	C	WB	R	0.78	40.6	D
	NB	LTR	1.11	144.4	F	NB	LTR	1.12	147.5	F	NB	LTR	1.08	132.2	F

[1] This table has been revised for the FEIS.

Table 24-10A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

Intersection	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Eighth Ave. @ 35th Street	WB	TR	1.66	626.1	F	WB	TR	1.72	651.7	F	WB	TR	1.67	615.7	F
	NB	LT	0.76	12.9	B	NB	LT	0.76	13.0	B	NB	LT	0.79	14.3	B
Eighth Ave. @ 36th Street	EB	LT	1.41	504.0	F	EB	LT	1.41	477.1	F	EB	LT	1.37	453.0	F
	NB	TR	0.88	19.5	B	NB	TR	0.89	19.9	B	NB	TR	0.89	20.2	C
Eighth Ave. @ 38th Street	EB	LT	0.55	21.7	C	EB	LT	0.57	22.0	C	EB	LT	0.60	24.0	C
	NB	TR	1.00	39.0	D	NB	TR	1.03	97.2	F	NB	TR	0.99	32.4	C
Ninth Ave. @ 28th Street	**EB**	**TR**	**0.94**	**53.3**	**D**	**EB**	**TR**	**0.98**	**61.3**	**E**	**EB**	**T**	**0.68**	**28.4**	**C**
											EB	**R**	**0.21**	**18.0**	**B**
	SB	L	0.82	33.7	C	SB	L	0.79	30.4	C	SB	L	0.82	34.0	C
	SB	T	0.63	15.1	B	SB	T	0.61	14.8	B	SB	T	0.64	15.2	B
Ninth Ave. @ 30th Street	EB	TR	0.99	388.5	F	EB	TR	1.05	406.0	F	EB	TR	0.97	347.9	F
	SB	L	2.33	751.2	F	SB	L	2.36	763.8	F	SB	L	2.24	700.8	F
	SB	T	0.87	19.8	B	SB	T	0.88	20.3	C	SB	T	0.66	14.8	B
Ninth Ave. @ 31st Street	WB	LTR	1.46	504.8	F	WB	LTR	1.48	515.0	F	WB	LTR	1.43	482.9	F
	SB	TR	0.80	13.2	B	SB	TR	0.81	13.4	B	SB	TR	0.83	14.7	B
Ninth Ave. @ 33rd Street	**WB**	**LT**	**1.73**	**623.7**	**F**	**WB**	**LT**	**1.80**	**652.4**	**F**	**WB**	**L**	**1.10**	**488.1**	**F**
											WB	**T**	**1.16**	**353.0**	**F**
	SB	TR	0.71	11.1	B	SB	TR	0.72	11.3	B	SB	TR	0.91	18.0	B
Ninth Ave. @ 34th Street	EB	T	0.63	32.1	C	EB	T	0.66	33.3	C	EB	T	0.65	31.2	C
	EB	R	1.96	719.1	F	EB	R	2.02	744.1	F	EB	R	1.84	641.2	F
	WB	LT	1.08	327.8	F	WB	LT	1.09	335.6	F	WB	LT	1.06	286.1	F
	SB	**LTR**	**1.36**	**260.5**	**F**	**SB**	**LTR**	**1.39**	**274.4**	**F**	**SB**	**LT**	**1.08**	**141.7**	**F**
											SB	**R**	**1.86**	**560.3**	**F**
Ninth Ave. @ 35th Street	WB	LT	1.59	602.2	F	WB	LT	1.64	621.8	F	WB	LT	1.58	586.1	F
	SB	TR	0.74	17.6	B	SB	TR	0.75	18.0	B	SB	TR	0.78	20.0	B
Ninth Ave. @ 36th Street	EB	TR	1.16	194.1	F	EB	TR	1.27	240.7	F	EB	TR	1.15	180.8	F
	SB	**LT**	**1.01**	**78.7**	**E**	**SB**	**LT**	**1.02**	**81.0**	**F**	**SB**	**L**	**0.41**	**12.0**	**B**
											SB	**T**	**0.91**	**32.5**	**C**
Ninth Ave. @ 37th Street	WB	LT	1.16	459.1	F	WB	LT	1.17	460.6	F	WB	LT	1.13	432.7	F
	SB	T	0.87	22.5	C	SB	T	0.88	22.9	C	SB	T	0.90	25.3	C
	SB	TR (LnT)	1.18	244.1	F	SB	TR (LnT)	1.18	244.1	F	SB	TR (LnT)	1.26	281.6	F
Ninth Ave. @ 42nd Street	EB	TR	0.78	34.8	C	EB	TR	0.80	35.7	D	EB	TR	0.77	33.5	C
	WB	DefL	1.37	798.4	F	WB	DefL	1.40	822.7	F	WB	DefL	1.35	775.0	F
	WB	T	0.46	21.0	C	WB	T	0.46	21.0	C	WB	T	0.45	20.1	C
	SB	**LTR**	**1.15**	**161.5**	**F**	**SB**	**LTR**	**1.16**	**164.3**	**F**	**SB**	**LT**	**1.14**	**154.8**	**F**
											SB	**R**	**0.23**	**19.3**	**B**
Tenth Ave. @ 26th Street	EB	LT	1.18	424.8	F	EB	LT	1.21	433.6	F	EB	LT	1.17	408.5	F
	NB	TR	0.49	9.9	A	NB	TR	0.50	10.0	B	NB	TR	0.52	10.8	B
Tenth Ave. @ 28th Street	EB	LT	1.04	225.7	F	EB	LT	1.08	376.3	F	EB	LT	0.84	38.4	D
	NB	TR	0.59	9.7	A	NB	TR	0.60	9.8	A	NB	TR	0.71	17.4	B

Table 24-10A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Tenth Ave. @ 29th Street	WB	TR	1.17	433.1	F	WB	TR	1.19	436.5	F	WB	TR	1.15	409.2	F
	NB	LT	0.44	8.3	A	NB	LT	0.45	8.3	A	NB	LT	0.46	9.0	A
Tenth Ave. @ 30th Street	EB	LT	2.88	1140.0	F	EB	LT	3.16	1270.0	F	EB	LT	1.41	455.1	F
	NB	T	0.41	8.0	A	NB	T	0.41	8.1	A	NB	T	0.41	8.1	A
	NB	R	1.30	269.2	F	NB	R	1.33	280.5	F	NB	R	0.89	33.6	C
Tenth Ave. @ 31st Street	WB	R	2.37	849.1	F	WB	R	2.47	897.1	F	WB	R	2.27	791.1	F
	NB	T	0.89	17.8	B	NB	T	0.92	20.2	C	NB	T	0.97	27.5	C
Tenth Ave. @ 33rd Street	WB	TR	0.90	43.9	D	WB	TR	0.95	51.4	D	WB	TR	0.71	31.1	C
	NB	**LT**	**1.06**	**148.0**	**F**	**NB**	**LT**	**1.09**	**158.3**	**F**	**NB**	**R**	**0.65**	**39.9**	**D**
											NB	**LT**	**1.04**	**137.7**	**F**
Tenth Ave. @ 34th Street	EB	DefL	0.99	99.2	F	EB	DefL	1.23	915.7	F	EB	DefL	1.19	854.7	F
	EB	T	0.43	26.0	C	EB	T	0.46	26.6	C	EB	T	0.47	26.2	C
	WB	T	0.64	29.1	C	WB	T	0.66	29.8	C	WB	T	0.66	28.9	C
	WB	R	2.28	867.1	F	WB	R	2.36	905.1	F	WB	R	2.26	849.8	F
	NB	**LTR**	**1.34**	**215.7**	**F**	**NB**	**LTR**	**1.37**	**230.9**	**F**	**NB**	**LT**	**1.26**	**177.9**	**F**
											NB	**R**	**0.39**	**10.7**	**B**
Tenth Ave. @ 35th Street	WB	TR	1.02	155.9	F	WB	TR	1.11	257.3	F	WB	TR	1.00	71.3	E
	NB	LT	0.87	14.6	B	NB	LT	0.91	16.1	B	NB	LT	0.97	24.2	C
Tenth Ave. @ 36th Street	EB	LT	0.38	24.3	C	EB	LT	0.43	24.9	C	EB	LT	0.48	27.9	C
	NB	TR	1.30	204.8	F	NB	TR	1.38	240.8	F	NB	T	1.29	196.5	F
Tenth Ave. @ 37th Street	WB	TR	0.68	30.3	C	WB	TR	0.72	31.5	C	WB	TR	0.77	35.8	D
	NB	LT	1.66	369.7	F	NB	LT	1.71	395.4	F	NB	LT	1.64	357.0	F
Tenth Ave. @ 38th Street	EB	LT	0.41	24.7	C	EB	LT	0.43	25.0	C	EB	LT	0.46	26.9	C
	NB	TR	1.71	389.3	F	NB	TR	1.77	417.5	F	NB	TR	1.69	377.4	F
Tenth Ave. @ 39th Street	WB	T	1.99	1493.0	F	WB	T	2.09	1537.0	F	WB	T	2.09	1537.0	F
	WB	R	1.73	1002.0	F	WB	R	1.73	1002.0	F	WB	R	1.73	1002.0	F
	NB	LT	1.63	394.8	F	NB	LT	1.70	422.8	F	NB	LT	1.70	424.8	F
Tenth Ave. @ 40th Street	**EB**	**LT**	**0.43**	**63.6**	**F**	**EB**	**LT**	**0.45**	**65.8**	**F**	**EB**	**L**	**0.44**	**24.9**	**C**
											EB	**T**	**0.37**	**73.7**	**E**
	NB	TR	1.63	387.8	F	NB	TR	1.68	410.6	F	NB	TR	1.57	352.4	F
Tenth Ave. @ 41st Street	WB	T	1.25	508.4	F	WB	T	1.25	508.4	F	WB	T	1.25	508.4	F
	WB	R	0.27	13.7	B	WB	R	0.27	13.7	B	WB	R	0.27	13.7	B
	NB	L	1.47	428.0	F	NB	L	1.47	428.0	F	NB	L	1.47	428.0	F
	NB	T	1.03	103.1	F	NB	T	1.07	118.1	F	NB	T	1.08	119.2	F
Tenth Ave. @ 42nd Street	EB	LT	1.81	606.9	F	EB	LT	1.81	611.1	F	EB	LT	1.70	546.7	F
	WB	TR	0.69	33.3	C	WB	TR	0.70	33.5	C	WB	TR	0.67	31.7	C
	WB	T (LnT)	1.28	793.6	F	WB	T (LnT)	1.28	793.6	F	WB	T (LnT)	1.09	639.8	F
	NB	LTR	0.79	15.9	B	NB	LTR	0.82	16.6	B	NB	LTR	0.84	18.0	B

Table 24-10A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.07	12.8	B	WB (22nd)	R	0.07	12.8	B	WB (22nd)	R	0.07	12.8	B
	NB (11th)	T	0.10	26.6	C	NB (11th)	T	0.10	26.6	C	NB (11th)	T	0.10	26.6	C
	SB (11th)	L	0.77	61.6	E	SB (11th)	L	0.79	62.4	E	SB (11th)	L	0.78	61.9	E
	SB (11th)	LR	0.68	64.9	E	SB (11th)	LR	0.66	63.6	E	SB (11th)	LR	0.69	65.3	E
	NB (9A)	T	1.14	140.1	F	NB (9A)	T	1.15	142.0	F	NB (9A)	T	1.15	142.0	F
	SB (9A)	T	0.87	22.2	C	SB (9A)	T	0.88	22.6	C	SB (9A)	T	0.88	22.6	C
Eleventh Ave. @ 24th Street	EB	R	0.27	27.2	C	EB	R	0.27	27.2	C	EB	R	0.28	28.1	C
	NB	L	0.35	28.0	C	NB	L	0.35	28.0	C	NB	L	0.37	28.9	C
	SB	L	0.25	4.5	A	SB	L	0.27	4.7	A	SB	L	0.27	4.7	A
	SB	TR	1.32	248.0	F	SB	TR	1.36	267.4	F	SB	TR	1.31	241.9	F
Eleventh Ave. @ 29th Street	WB	LT	1.02	137.1	F	WB	LT	1.07	287.0	F	WB	LT	0.83	26.9	C
	SB	TR	0.48	15.4	B	SB	TR	0.52	15.8	B	SB	TR	0.72	28.2	C
Eleventh Ave. @ 30th Street	EB	TR	0.97	57.4	E	EB	TR	1.06	297.1	F	EB	TR	0.50	19.9	B
	SB	LT	1.04	116.6	F	SB	LT	1.14	152.9	F	SB	LT	0.98	34.1	C
Eleventh Ave. @ 33rd Street	WB	L	0.60	36.0	D	WB	L	0.95	85.2	F	WB	L	0.69	36.5	D
	WB	LT	0.63	32.5	C	WB	LT	0.95	57.5	E	WB	LT	0.67	27.5	C
	SB	TR	0.48	5.8	A	SB	TR	0.52	6.1	A	SB	TR	0.64	13.1	B
Eleventh Ave. @ 34th Street	EB	L	0.39	20.5	C	EB	L	0.49	23.1	C	EB	L	0.44	19.8	B
	EB	TR	0.37	27.0	C	EB	TR	0.42	27.8	C	EB	TR	0.39	25.2	C
	WB	L	0.62	29.3	C	WB	L	0.69	34.0	C	WB	L	0.71	33.3	C
	WB	TR	0.90	50.0	D	WB	TR	0.97	62.0	E	WB	TR	0.86	43.1	D
	SB	LT	0.80	25.4	C	SB	LT	0.86	27.8	C	SB	LT	0.93	35.3	D
	SB	R	0.36	18.9	B	SB	R	0.45	21.6	C	SB	R	0.50	25.2	C
Eleventh Ave. @ 37th Street	EB	LR	0.11	27.2	C	EB	LR	0.11	27.2	C	EB	LR	0.09	25.5	C
	WB	L	0.77	53.9	D	WB	L	0.83	60.8	E	WB	L	0.73	47.6	D
	WB	R	0.38	34.0	C	WB	R	0.40	34.7	C	WB	R	0.36	31.5	C
	NB	T	0.11	2.9	A	NB	T	0.11	2.9	A	NB	T	0.12	3.7	A
	SB	T	0.53	9.4	A	SB	T	0.56	9.7	A	SB	T	0.58	11.0	B
Eleventh Ave. @ 38th Street	NB	TR	1.29	514.4	F	NB	TR	1.40	562.3	F	NB	TR	1.24	456.4	F
	SB	LT	0.87	20.7	C	SB	LT	0.91	23.9	C	SB	LT	0.89	21.8	C
Eleventh Ave. @ 39th Street	EB	LR	0.00	19.3	B	EB	L	0.00	19.3	B	EB	L	0.00	20.0	B
	WB	L	0.38	25.0	C	WB	L	0.48	27.1	C	WB	L	0.50	28.5	C
	WB	LR	0.63	32.4	C	WB	LR	0.71	36.7	D	WB	LR	0.74	39.6	D
	NB	T	1.07	446.0	F	NB	T	1.10	451.7	F	NB	T	0.96	347.8	F
	SB	T	0.67	16.4	B	SB	T	0.69	16.8	B	SB	T	0.68	15.9	B
Eleventh Ave. @ 40th Street	EB	TR	0.94	75.5	E	EB	TR	0.94	76.3	E	EB	TR	0.94	76.3	E
	NB	R	1.07	253.8	F	NB	R	1.13	275.0	F	NB	R	1.13	275.0	F
	SB	L	1.00	126.4	F	SB	L	1.00	127.0	F	SB	L	1.00	127.0	F
	SB	TR	0.53	4.7	A	SB	TR	0.54	4.8	A	SB	TR	0.54	4.8	A

Table 24-10A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Eleventh Ave. @ 42nd Street	EB	TR	0.76	32.0	C	EB	TR	0.76	32.0	C	EB	TR	0.82	37.0	D
	WB	L	0.46	248.0	F	WB	L	0.42	233.5	F	WB	L	0.48	238.3	F
	WB	LT	0.49	98.4	F	WB	LT	0.52	106.6	F	WB	LT	0.48	92.7	F
	SB	T	0.78	25.7	C	SB	T	0.81	26.7	C	SB	T	0.81	26.7	C
	SB	R	0.92	78.7	E	SB	R	0.92	78.7	E	SB	R	0.92	78.7	E
	SB	LT (LnT)	1.29	264.9	F	SB	LT (LnT)	1.29	264.9	F	SB	LT (LnT)	1.29	264.9	F
Eleventh Ave. @ 44th Street	EB	LTR	1.13	504.4	F	EB	LTR	1.15	510.0	F	EB	LTR	0.90	53.6	D
	SB	L	0.13	6.5	A	SB	L	0.13	6.5	A	SB	L	0.13	5.4	A
	SB	T	1.24	160.1	F	SB	T	1.27	175.1	F	SB	T	1.21	145.0	F
	SB	T (LnT)	1.26	259.0	F	SB	T (LnT)	1.26	259.0	F	SB	T (LnT)	1.08	174.0	F
Eleventh Ave. @ 47th Street	WB	LTR	0.91	53.0	D	WB	LTR	0.93	56.0	E	WB	LTR	0.88	48.6	D
	NB	L	0.25	10.4	B	NB	L	0.25	10.4	B	NB	L	0.25	10.8	B
	NB	T	0.11	2.9	A	NB	T	0.11	2.9	A	NB	T	0.11	3.3	A
	SB	**TR**	**1.03**	**77.1**	**E**	**SB**	**TR**	**1.04**	**81.1**	**F**	**SB**	**T**	**0.97**	**29.6**	**C**
											SB	**R**	**0.06**	**6.5**	**A**
Eleventh Ave. @ 54th Street	EB	LTR	0.85	57.3	E	EB	LTR	0.86	59.1	E	EB	LTR	0.67	40.4	D
	NB	L	1.33	448.6	F	NB	L	1.36	465.3	F	NB	L	1.30	425.8	F
	NB	TR	0.35	3.9	A	NB	TR	0.36	4.0	A	NB	TR	0.36	3.5	A
	SB	L	0.31	9.2	A	SB	L	0.32	9.4	A	SB	L	0.31	8.9	A
	SB	TR	0.80	15.6	B	SB	TR	0.81	15.8	B	SB	TR	0.79	14.7	B
Eleventh Ave. @ 57th Street	EB	L	0.51	33.1	C	EB	L	0.51	33.1	C	EB	L	0.53	36.1	D
	EB	**TR**	**1.22**	**481.5**	**F**	**EB**	**TR**	**1.22**	**481.5**	**F**	**EB**	**T**	**0.61**	**34.6**	**C**
											EB	**R**	**0.58**	**36.6**	**D**
	WB	L	0.71	44.1	D	WB	L	0.71	44.1	D	WB	L	0.61	33.0	C
	WB	TR	0.78	36.0	D	WB	TR	0.78	36.0	D	WB	TR	0.85	42.1	D
	NB	L	1.14	163.7	F	NB	L	1.14	163.7	F	NB	L	1.14	162.2	F
	NB	TR	0.59	17.9	B	NB	TR	0.60	18.1	B	NB	TR	0.57	16.0	B
	SB	L	1.25	316.5	F	SB	L	1.29	336.9	F	SB	L	1.19	282.0	F
	SB	TR	1.04	63.3	E	SB	TR	1.05	66.3	E	SB	TR	1.00	50.0	D
Twelfth Ave. @ 24th Street	WB	L	0.67	71.0	E	WB	L	0.68	71.8	E	WB	L	0.68	71.8	E
	WB	LTR	0.67	72.1	E	WB	LTR	0.68	72.7	E	WB	LTR	0.67	71.8	E
	WB	R	0.67	71.0	E	WB	R	0.68	72.3	E	WB	R	0.70	73.3	E
	NB	TR	1.11	125.9	F	NB	TR	1.11	127.6	F	NB	TR	1.11	127.6	F
	SB	L	0.76	102.1	F	SB	L	0.76	102.1	F	SB	L	0.68	91.0	F
	SB	T	0.94	36.1	D	SB	T	0.95	36.7	D	SB	T	0.85	27.9	C
Twelfth Ave. @ 29th Street	WB	LR	1.99	1017.0	F	WB	LR	2.25	1134.0	F	WB	LR	1.97	944.5	F
	NB	T	0.76	3.8	A	NB	T	0.76	3.8	A	NB	T	0.78	4.2	A
	SB	T	0.76	11.8	B	SB	T	0.76	11.8	B	SB	T	0.78	13.8	B
Twelfth Ave. @ 30th Street	NB	TR	0.93	8.8	A	NB	TR	0.95	11.0	B	NB	TR	0.98	17.3	B
	SB	L	1.34	427.2	F	SB	L	1.52	504.5	F	SB	L	1.28	372.5	F
	SB	TR	0.81	17.1	B	SB	TR	0.82	17.2	B	SB	TR	0.84	19.8	B

Table 24-10A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Twelfth Ave. @ 43th Street	WB	LTR	1.00	107.7	F	WB	LTR	1.02	182.1	F	WB	LTR	0.95	93.0	F
	NB	L	0.16	68.0	E	NB	L	0.16	68.0	E	NB	L	0.16	68.0	E
	NB	T	0.87	5.8	A	NB	T	0.88	6.1	A	NB	T	0.89	6.8	A
	SB	T	0.86	25.5	C	SB	T	0.86	25.7	C	SB	T	0.88	27.9	C
	SB	R	0.02	10.6	B	SB	R	0.02	10.6	B	SB	R	0.02	11.4	B
Twelfth Ave.@ 46th Street	EB	LTR	0.17	51.9	D	EB	LTR	0.17	51.9	D	EB	LTR	0.18	53.8	D
	NB	TR	1.12	158.6	F	NB	TR	1.13	165.0	F	NB	TR	1.11	152.1	F
	SB	L	0.63	85.0	F	SB	L	0.63	85.0	F	SB	L	0.63	85.0	F
	SB	T	0.78	13.6	B	SB	T	0.79	13.7	B	SB	T	0.77	12.3	B
Twelfth Ave. @ 54th Street	EB	R	0.00	5.3	A	EB	R	0.00	5.3	A	EB	R	0.00	5.3	A
	WB	R	0.81	81.6	F	WB	R	0.81	82.0	F	WB	R	0.81	82.0	F
	NB	TR	1.23	185.2	F	NB	TR	1.24	191.2	F	NB	TR	1.24	191.2	F
	SB	L	0.49	59.4	E	SB	L	0.49	59.5	E	SB	L	0.49	59.5	E
	SB	T	0.83	15.6	B	SB	T	0.83	15.7	B	SB	T	0.83	15.7	B
Twelfth Ave. @ 56th Street	NB	T	1.23	160.3	F	NB	T	1.24	167.0	F	NB	T	1.24	167.0	F
	SB	L	1.11	387.3	F	SB	L	1.11	387.3	F	SB	L	1.11	387.3	F
	SB	T	0.59	0.7	A	SB	T	0.60	0.7	A	SB	T	0.60	0.7	A
Broadway @ 35th Street	WB	L	0.11	20.9	C	WB	L	0.11	20.9	C	WB	L	0.10	19.5	B
	WB	T	1.49	279.9	F	WB	T	1.54	302.1	F	WB	T	1.45	258.1	F
	SB	T	0.39	8.9	A	SB	T	0.39	8.9	A	SB	T	0.40	10.3	B
	SB	R	0.44	12.9	B	SB	R	0.44	12.9	B	SB	R	0.46	15.1	B
Broadway @ 36th Street	EB	TR	0.94	41.0	D	EB	TR	0.98	48.7	D	EB	TR	0.93	38.3	D
	SB	L	0.57	42.5	D	SB	L	0.57	42.5	D	SB	L	0.57	42.5	D
	SB	T	0.48	15.4	B	SB	T	0.48	15.4	B	SB	T	0.51	17.3	B
Dyer Ave @ 34th Street	EB	T	0.26	11.8	B	EB	T	0.28	12.0	B	EB	T	0.29	12.7	B
	WB	T	0.60	16.3	B	WB	T	0.61	16.5	B	WB	T	0.63	17.6	B
	WB	R	2.76	1350.0	F	WB	R	2.82	1373.0	F	WB	R	2.47	1150.0	F
	SB	L	0.78	58.8	E	SB	L	0.78	58.8	E	SB	L	0.81	61.6	E
	SB	LR	0.80	61.0	E	SB	LR	0.81	62.6	E	SB	LR	0.80	62.1	E
	SB	R	0.79	62.4	E	SB	R	0.82	66.1	E	SB	R	0.80	63.0	E
Dyer Ave @ 35th Street	WB	LTR	0.76	195.2	F	WB	LTR	0.80	207.8	F	WB	LTR	0.76	181.5	F
	NB	LT	0.32	26.5	C	NB	LT	0.33	26.7	C	NB	LT	0.33	26.7	C
	SB	TR	0.68	32.7	C	SB	TR	0.69	33.1	C	SB	TR	0.69	33.1	C
Dyer Ave @ 36th Street	EB	LTR	0.91	149.5	F	EB	TR	0.84	115.1	F	EB	TR	0.92	134.2	F
	NB	TR	1.67	556.6	F	NB	TR	1.70	570.2	F	NB	TR	1.52	469.3	F
	SB	L	0.61	34.5	C	SB	L	0.51	31.5	C	SB	L	0.69	43.0	D
	SB	LT	0.61	30.6	C	SB	LT	0.66	31.6	C	SB	LT	0.80	40.2	D
	SB	R	0.45	11.6	B	SB	R	0.45	11.6	B	SB	R	0.49	14.4	B

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-10B
2017 Future with the Proposed Actions: Approach Movement Operations With And Without Proposed Mitigation (Weekday PM Peak Hour) Unsignalized Intersections[1]

Intersection	2017 Interim Future Without the Proposed Actions			2017 Interim Future With the Proposed Actions			2017 Future With the Proposed Actions and Mitigation		
	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS
Twelfth Ave. @ 33rd St.	WB	57.7	F	WB	141.0	F	WB	45.8	D
	NB	--	--	NB	--	--	NB	18.8	B
Twelfth Ave. @ 47th St.	WB	383.0	F	WB	435.2	F	WB	53.7	D
	NB	--	--	NB	--	--	NB	27.6	C

Table 24-10C
2017 Future with the Proposed Actions: Proposed Mitigation Measures (Weekday PM Peak Hour)[1]

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
Sixth Ave. @ 34th St.	Impacts cannot be fully mitigated	
Sixth Ave. @ 36th St.	EBT: G=24 EBTL: G=16 NB: G=40	EBT: G=24 EBTL: G=18 NB: G=38
Seventh Ave. @ 29th St.	WB: G= 36 SB: G=44	WB: G=37 SB: G=43
Seventh Ave. @ 30th St.	EB: G=36 SB: G=44	EB: G=39 SB: G=41
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
	WB: G= 22 SB: G= 58	WB: G=23 SB G=57
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12' each) – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12' each) – Restriping by prohibiting parking on the south side of 36th St.
Eighth Ave. @ 29th St.	WB: G=36 NB: G=44	WB: G=37 NB: G=43

[1] This table has been revised for the FEIS.

Table 24-10C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Eighth Ave. @ 30th St.	EB: G=38 NB: G=42	EB: G=39 NB: G=41
Eighth Ave. @ 31st St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe.
	NB: G=40 WB: G=40	NB: G=41 WB: G=39
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 34th St.	EB/WB: G=40 All Ped: G=7 NB: G=33	EB/WB: G=39 All Ped: G=7 NB: G=34
Eighth Ave. @ 35th St.	WB: G=31 NB: G=49	WB: G=32 NB: G=48
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Eighth Ave. @ 38th St.	EB: G=38 NB: G=42	EB: G=36 NB: G=44
Ninth Ave. @ 28th St.	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=29 SBT: G=26 SB: G=18
Ninth Ave. @ 31st St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=10 EB/WB: G=30 SB: G=35	WB: G=10 EB/WB: G=32 SB: G=33
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=31 SB: G=49
Ninth Ave. @ 36th St.*	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: 33 SB: 47
Ninth Ave. @ 37th St.	Impacts cannot be fully mitigated	
Ninth Ave. @ 42nd St.	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=4 EB/WB: G=29 Ped N-S: G=7 NB/SB: G=35	WB: G=4 EB/WB: G=30 Ped N-S: G=7 NB/SB: G=34

Table 24-10C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Tenth Ave. @ 26th St.	EB: G=32 NB: G=48	EB: G=33 NB: G=47
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=38 NB: G=42
Tenth Ave. @ 29th St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 33rd St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
	WB: G=32 NB: G=48	WB: G=30 NB: G=50
Tenth Ave. @ 34th St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=33 NB: G=47
Tenth Ave. @ 36th St.	EB: G=30 NB: G=50	EB: G=27 NB: G=53
		(Daylighted NB right curb lane from other time periods not available due to queuing buses for Port Authority)
Tenth Ave. @ 37th St.	WB: G= 32 NB: G=48	WB: G=30 NB: G=50
Tenth Ave. @ 38th St.	EB: G=30 NB: G=50	EB: G=28 NB: G=52
Tenth Ave. @ 39th St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 40th St.	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach. (10' each)
	EB: G=36 NB: G=44	EB: G=34 NB: G=46
Tenth Ave. @ 41st St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 42nd St.	EB/WB: G=28 NB: G=45	EB/WB: G=29 NB: G=44
Eleventh/Twelfth Ave. @ 22nd St.	Impacts cannot be fully mitigated	
Eleventh Ave. @ 24th St.	SBL&NBL&EBR: G=24 SB: G=27	SBL&NBL&EBR: G=23 SB: G=28
Eleventh Ave. @ 29th St.	WB: G=40 SB: G=40	WB: G=51 SB: G=29
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 33rd St.	WB: G=25 SB: G=55	WB: G=34 SB: G=46

Table 24-10C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Eleventh Ave. @ 34th St.	EB/WB: G=26 SB: G=40	EB/WB: G=29 SB: G=37
Eleventh Ave. @ 37th St.	EB/WB: G=22 NB/SB: G=58	EB/WB: G=24 NB/SB: G=56
Eleventh Ave. @ 38th St.	ALL PED: G=26 NB/SB: G=54	ALL PED: G=25 NB/SB: G=55
Eleventh Ave. @ 39th St.	EB/WB: G=31 NB/SB: G=49	EB/WB: G=30 NB/SB: G=50
Eleventh Ave. @ 40th St.	Impacts cannot be fully mitigated	
Eleventh Ave @ 42nd St.	WB TL: G=7 EB/WB: G=33 SB: G=35	WB TL: G=9 EB/WB: G=31 SB: G=35
Eleventh Ave. @ 44th St.	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
	WB: G=22 SB: G=58	WB: G=23 SB: G=57
Eleventh Ave. @ 54th St.	EB: G=22 NB/SB: G=58	EB: G=21 NB/SB: G=59
		EB: DAYLIGHTING parking lane during the PM, allows vehicles full use of EB approach, (14' instead of 10')
Eleventh Ave. @ 57th St.	EB: (2 Lanes) L, TR	EB: (3 Lanes) L, T, R – An additional lane from prohibiting parking on the south side of 57th St., and restripe
	EB/WB: G=27 NB/SB: G=40	EB/WB: G=25 NB/SB: G=42
Twelfth Ave. @ 24th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 29th St.	WB: G=25 NB/SB: G=114	WB: G=28 NB/SB: G=111
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB Through: G=107 SB Left: G=16	EB: G=11 NB/SB Through: G=104 SB Left: G=19
Twelfth Ave. @ 33rd St.*	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	Signalized WB: G=48 NB: G=92
Twelfth Ave. @ 41st St.	EB/WB: G=17 EB only: G=9 NB/SB: G=96 SB only: G=7	EB/WB: G=17 EB only: G=7 NB/SB: G=98 SB only: G=7
Twelfth Ave. @ 43rd St.	WB: G=29 NB: G=11 NB/SB: G=94	WB: G=31 NB: G=11 NB/SB: G=92

Table 24-10C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Weekday PM Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 46th St.	EB: G=5 EB: G=18 NB/SB: G=93 SB/SBL: G=13	EB: G=5 EB: G=16 NB/SB: G=95 SB/SBL: G=13
Twelfth Ave. @ 47th St.	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from daylighting on the north side of 33rd St.
	Unsignalized	Proposed Signal Timing: WB: G=38 NB: G=102
Twelfth Ave. @ 54th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 56th St.	Impacts cannot be fully mitigated	
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=33 SB: G=47
Broadway @ 36th St.	EB: G=39 SBT: G=25 SBTL: G=16	EB: G=41 SBT: G=23 SBTL: G=16
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.
Dyer Ave. @ 34th St.	EBT/WBT/WBR: G=16 EBT/WBT: G=27 WBR: G=17 SB LR/WBR: G=15	EBT/WBT/WBR: G=16 EBT/WBT: G=26 WBR: G=18 SB LR/WBR: G=15
Dyer Ave. @ 35th St.	WB: G=27 NB: G=28 NB/SB: G=25	WB: G=28 NB: G=27 NB/SB: G=25
Dyer Ave. @ 36th St.	EB: G=26 SB: G=25 NBT/SBR: G=24	EB: G=30 SB: G=20 NBT/SBR: G=25

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-11A
2017 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections[1]

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Sixth Ave. @ 28th Street	EB	LT	1.06	280.2	F	EB	LT	1.08	285.6	F	EB	LT	1.05	269.1	F
	NB	TR	0.88	21.7	C	NB	TR	0.88	22.0	C	NB	TR	0.90	24.2	C
Sixth Ave. @ 30th Street	**EB**	**LT**	**0.64**	**62.8**	**E**	**EB**	**LT**	**0.68**	**68.4**	**E**	**EB**	**L**	**0.34**	**17.3**	**B**
											EB	**T**	**0.37**	**39.4**	**D**
	NB	TR	1.00	44.7	D	NB	TR	1.01	84.0	F	NB	TR	0.93	28.8	C
Sixth Ave. @ 34th Street	EB	T	0.59	49.4	D	EB	T	0.61	52.0	D	EB	T	0.61	52.0	D
	WB	TR	0.47	13.6	B	WB	TR	0.48	13.7	B	WB	TR	0.48	13.7	B
	NB	T	1.28	248.3	F	NB	T	1.29	252.6	F	NB	T	1.29	252.6	F
	SB	T	1.35	381.7	F	SB	T	1.35	381.7	F	SB	T	1.35	381.7	F
Seventh Ave. @ 28th Street	EB	TR	0.85	295.5	F	EB	TR	0.88	305.8	F	EB	TR	0.84	276.9	F
	SB	LT	0.59	14.0	B	SB	LT	0.60	14.1	B	SB	LT	0.61	15.2	B
Seventh Ave. @ 29th Street	WB	LT	1.03	184.3	F	WB	LT	1.06	288.0	F	WB	LT	0.93	44.6	D
	SB	TR	0.70	15.7	B	SB	TR	0.71	15.8	B	SB	TR	0.80	22.1	C
Seventh Ave. @ 31st Street	**WB**	**LT**	**1.33**	**370.1**	**F**	**WB**	**LT**	**1.35**	**381.2**	**F**	**WB**	**L**	**0.24**	**17.8**	**B**
											WB	**T**	**1.16**	**308.5**	**F**
	SB	TR	0.70	17.3	B	SB	TR	0.70	17.3	B	SB	TR	0.70	17.3	B
Seventh Ave. @ 33rd Street	**WB**	**LT**	**1.12**	**455.3**	**F**	**WB**	**LT**	**1.13**	**458.4**	**F**	**WB**	**L**	**0.42**	**33.0**	**C**
											WB	**T**	**0.75**	**43.6**	**D**
	SB	TR	0.88	11.7	B	SB	TR	0.89	12.5	B	SB	TR	0.65	6.0	A
Seventh Ave. @ 35th Street	WB	L	0.81	44.5	D	WB	L	0.81	44.5	D	WB	L	0.81	44.5	D
	WB	LT	0.88	46.6	D	WB	LT	0.93	54.2	D	WB	LT	0.75	33.0	C
	SB	TR	0.71	14.4	B	SB	TR	0.72	14.6	B	SB	TR	0.72	14.6	B
Seventh Ave. @ 36th Street	EB	TR	1.16	397.7	F	EB	TR	1.18	405.2	F	EB	TR	1.02	132.8	F
	SB	LT	0.67	15.1	B	SB	LT	0.68	15.2	B	SB	LT	0.68	15.2	B
Seventh Ave. @ 37th Street	WB	LT	0.87	181.5	F	WB	LT	0.88	187.1	F	WB	LT	0.85	169.1	F
	SB	TR	0.68	18.3	B	SB	TR	0.68	18.5	B	SB	TR	0.70	19.6	B
Seventh Ave. @ 38th Street	EB	TR	0.94	263.0	F	EB	TR	0.95	268.5	F	EB	TR	0.92	244.5	F
	SB	LT	0.53	13.3	B	SB	LT	0.54	13.3	B	SB	LT	0.55	14.2	B
Eighth Ave. @ 29th Street	WB	TR	1.20	345.5	F	WB	TR	1.22	355.3	F	WB	TR	1.19	334.3	F
	NB	LT	0.70	19.6	B	NB	LT	0.70	19.8	B	NB	LT	0.72	21.2	C
Eighth Ave. @ 30th Street	EB	LT	1.01	92.5	F	EB	LT	1.04	209.4	F	EB	LT	0.85	26.7	C
	NB	TR	0.68	21.8	C	NB	TR	0.69	22.0	C	NB	TR	0.85	42.3	D

[1] This table has been revised for the FEIS.

Table 24-11A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Eighth Ave. @ 31st Street	**WB**	**TR**	**1.06**	**330.8**	**F**	**WB**	**TR**	**1.07**	**334.6**	**F**	**WB**	**T**	**0.48**	**60.7**	**E**
											WB	**R**	**1.25**	**544.8**	**F**
	NB	LT	0.89	37.0	D	NB	LT	0.89	38.2	D	NB	LT	0.89	38.2	D
Eighth Ave. @ 33rd Street	WB	TR	0.47	15.0	B	WB	TR	0.49	15.2	B	WB	TR	0.50	16.0	B
	NB	LT	1.04	119.8	F	NB	LT	1.06	124.4	F	NB	LT	1.03	111.5	F
Eighth Ave. @ 35th Street	WB	TR	1.43	546.3	F	WB	TR	1.47	559.9	F	WB	TR	1.42	525.5	F
	NB	LT	0.71	12.0	B	NB	LT	0.71	12.0	B	NB	LT	0.73	13.0	B
Eighth Ave. @ 36th Street	EB	LT	1.08	363.5	F	EB	LT	1.10	373.1	F	EB	LT	0.98	297.2	F
	NB	TR	0.82	16.6	B	NB	TR	0.82	16.7	B	NB	TR	0.82	16.7	B
Ninth Ave. @ 29th Street	WB	LT	0.70	27.0	C	WB	LT	0.72	27.6	C	WB	LT	0.77	30.8	C
	SB	TR	1.01	81.8	F	SB	TR	1.02	88.5	F	SB	TR	0.97	29.3	C
Ninth Ave. @ 30th Street	EB	TR	0.87	40.3	D	EB	TR	0.90	43.2	D	EB	TR	0.84	36.0	D
	SB	L	1.85	534.8	F	SB	L	1.87	543.4	F	SB	L	1.77	490.7	F
	SB	T	0.82	17.5	B	SB	T	0.82	17.5	B	SB	T	0.61	14.1	B
Ninth Ave. @ 31st Street	WB	LTR	1.02	136.4	F	WB	LTR	1.03	176.2	F	WB	LTR	0.90	38.9	D
	SB	TR	0.72	11.6	B	SB	TR	0.73	11.6	B	SB	TR	0.79	16.0	B
Ninth Ave. @ 33rd Street	**WB**	**LT**	**1.31**	**470.1**	**F**	**WB**	**LT**	**1.37**	**492.6**	**F**	**WB**	**L**	**0.74**	**45.7**	**D**
											WB	**T**	**0.83**	**43.6**	**D**
	SB	TR	0.77	12.4	B	SB	TR	0.77	12.5	B	SB	TR	0.77	12.5	B
Ninth Ave. @ 35th Street	WB	LT	1.04	229.7	F	WB	LT	1.10	361.7	F	WB	LT	0.77	28.5	C
	SB	TR	0.59	9.7	A	SB	TR	0.60	9.8	A	SB	TR	0.79	22.4	C
Ninth Ave. @ 36th Street	EB	TR	1.05	160.4	F	EB	TR	1.06	165.2	F	EB	TR	1.03	149.6	F
	SB	**LT**	**0.83**	**20.5**	**C**	**SB**	**LT**	**0.84**	**21.2**	**C**	**SB**	**L**	**0.37**	**9.6**	**A**
											SB	**T**	**0.68**	**14.8**	**B**
Ninth Ave. @ 42nd Street	EB	TR	0.59	27.6	C	EB	TR	0.59	27.6	C	EB	TR	0.55	25.6	C
	WB	DefL	1.04	239.9	F	WB	DefL	1.04	242.2	F	WB	DefL	0.98	85.2	F
	WB	T	0.23	17.0	B	WB	T	0.23	17.1	B	WB	T	0.22	15.8	B
	SB	**LTR**	**0.92**	**32.2**	**C**	**SB**	**LTR**	**0.93**	**32.8**	**C**	**SB**	**LT**	**0.92**	**33.8**	**C**
											SB	**R**	**0.22**	**19.6**	**B**
Tenth Ave. @ 28th Street	EB	LT	1.43	532.6	F	EB	LT	1.46	545.7	F	EB	LT	1.40	510.5	F
	NB	TR	0.53	11.8	B	NB	TR	0.53	11.9	B	NB	TR	0.55	12.8	B
Tenth Ave. @ 30th Street	EB	LT	1.69	601.9	F	EB	LT	1.87	685.1	F	EB	LT	0.84	36.0	D
	NB	T	0.51	11.5	B	NB	T	0.51	11.5	B	NB	T	0.51	11.5	B
	NB	R	1.25	243.8	F	NB	R	1.22	231.0	F	NB	R	0.83	26.1	C

Table 24-11A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Tenth Ave. @ 31st Street	WB	R	1.26	360.5	F	WB	R	1.28	368.0	F	WB	R	1.23	338.3	F
	NB	T	0.57	9.5	A	NB	T	0.58	9.6	A	NB	T	0.59	10.4	B
Tenth Ave. @ 34th Street	EB	DefL	0.82	58.1	E	EB	DefL	0.89	71.2	E	EB	DefL	0.81	55.0	D
	EB	T	0.28	22.8	C	EB	T	0.29	22.9	C	EB	T	0.27	21.3	C
	WB	TR	0.56	27.8	C	WB	TR	0.59	28.3	C	WB	TR	0.55	26.0	C
	NB	**LTR**	**0.81**	**13.4**	**B**	**NB**	**LTR**	**0.82**	**13.6**	**B**	**NB**	**LT**	**0.77**	**14.0**	**B**
											NB	**R**	**0.27**	**9.6**	**A**
Tenth Ave. @ 35th Street	WB	TR	1.04	229.0	F	WB	TR	1.09	263.7	F	WB	TR	1.01	113.3	F
	NB	LT	0.77	12.4	B	NB	LT	0.79	12.7	B	NB	LT	0.66	11.7	B
Tenth Ave. @ 42nd Street	EB	LT	1.96	753.6	F	EB	LT	1.97	756.2	F	EB	LT	1.80	657.9	F
	WB	TR	1.44	441.5	F	WB	TR	1.44	441.5	F	WB	TR	1.39	413.1	F
	NB	LTR	0.77	22.2	C	NB	LTR	0.78	22.6	C	NB	LTR	0.80	24.6	C
Eleventh Avenue / Twelfth Avenue @ 22nd St.	WB (22nd)	R	0.10	13.2	B	WB (22nd)	R	0.10	13.2	B	WB (22nd)	R	0.10	13.2	B
	NB (11th)	T	0.21	28.1	C	NB (11th)	T	0.21	28.1	C	NB (11th)	T	0.21	28.1	C
	SB (11th)	L	0.28	34.8	C	SB (11th)	L	0.30	35.1	D	SB (11th)	L	0.32	35.4	D
	SB (11th)	LR	0.28	35.9	D	SB (11th)	LR	0.24	35.2	D	SB (11th)	LR	0.18	34.1	C
	NB (9A)	T	1.11	132.4	F	NB (9A)	T	1.11	133.7	F	NB (9A)	T	1.11	133.7	F
	SB (9A)	T	0.83	21.0	C	SB (9A)	T	0.83	21.1	C	SB (9A)	T	0.83	21.1	C
Eleventh Ave. @ 30th Street	EB	TR	0.92	46.6	D	EB	TR	1.01	100.0	F	EB	TR	0.46	18.8	B
	SB	LT	0.74	19.9	B	SB	LT	0.80	21.6	C	SB	LT	0.73	19.5	B
Eleventh Ave. @ 57th Street	EB	L	0.59	31.5	C	EB	L	0.59	31.5	C	EB	L	0.59	31.5	C
	EB	**TR**	**0.90**	**57.1**	**E**	**EB**	**TR**	**0.90**	**57.1**	**E**	**EB**	**T**	**0.46**	**28.7**	**C**
											EB	**R**	**0.40**	**29.7**	**C**
	WB	L	1.20	560.1	F	WB	L	1.20	560.1	F	WB	L	1.01	111.8	F
	WB	TR	1.60	616.0	F	WB	TR	1.60	616.0	F	WB	TR	1.60	616.0	F
	NB	L	0.97	100.5	F	NB	L	0.99	105.8	F	NB	L	0.99	105.8	F
	NB	TR	0.51	19.5	B	NB	TR	0.35	17.0	B	NB	TR	0.51	19.5	B
	SB	L	0.68	35.6	D	SB	L	0.64	31.9	C	SB	L	0.69	35.9	D
	SB	TR	0.86	31.2	C	SB	TR	0.87	31.5	C	SB	TR	0.87	31.5	C
Twelfth Ave. @ 24th Street	WB	L	0.51	47.0	D	WB	L	0.51	47.1	D	WB	L	0.53	47.8	D
	WB	LTR	0.51	47.6	D	WB	LTR	0.51	47.3	D	WB	LTR	0.50	47.2	D
	WB	R	0.52	48.4	D	WB	R	0.52	48.7	D	WB	R	0.50	48.0	D
	NB	TR	1.09	120.9	F	NB	TR	1.09	122.2	F	NB	TR	1.09	122.2	F
	SB	L	1.07	401.4	F	SB	L	1.07	401.4	F	SB	L	1.07	401.4	F
	SB	T	0.91	33.4	C	SB	T	0.91	33.4	C	SB	T	0.91	33.4	C

Table 24-11A (cont'd)
2017 Future with the Proposed Actions:
Approach Movement Operations With and Without Proposed Mitigation
(Saturday Midday Peak Hour)
Signalized Intersections

	2017 Future Without the Proposed Action					2017 Future With the Proposed Action					2017 Future With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Twelfth Ave. @ 29th Street	WB	LR	1.35	664.7	F	WB	LR	1.49	723.1	F	WB	LR	1.32	595.0	F
	NB	T	0.69	12.0	B	NB	T	0.70	12.0	B	NB	T	0.72	14.1	B
	SB	T	0.85	17.1	B	SB	T	0.85	17.1	B	SB	T	0.89	20.6	C
Twelfth Ave. @ 30th Street	NB	TR	0.79	16.5	B	NB	TR	0.81	17.1	B	NB	TR	0.83	19.1	B
	SB	L	1.16	328.7	F	SB	L	1.25	363.5	F	SB	L	1.10	281.9	F
	SB	TR	0.86	19.6	B	SB	TR	0.86	19.6	B	SB	TR	0.88	21.9	C
Twelfth Ave. @ 37th Street	EB	LR	0.16	43.3	D	EB	LR	0.16	43.3	D	EB	LR	0.17	44.4	D
	EB	R	0.09	42.6	D	EB	R	0.09	42.6	D	EB	R	0.09	43.5	D
	NB	L	0.26	51.6	D	NB	L	0.26	51.6	D	NB	L	0.26	51.6	D
	NB	T	0.83	21.7	C	NB	T	0.84	22.1	C	NB	T	0.84	22.1	C
	SB	TR	1.15	142.6	F	SB	TR	1.15	144.4	F	SB	TR	1.13	136.1	F
Twelfth Ave. @ 41st Street	EB	LR	0.02	24.9	C	EB	LR	0.02	24.9	C	EB	LR	0.02	25.5	C
	WB	L	0.07	37.6	D	WB	L	0.07	37.6	D	WB	L	0.07	37.6	D
	WB	R	0.45	43.5	D	WB	R	0.45	43.5	D	WB	R	0.45	43.5	D
	NB	T	1.03	112.1	F	NB	T	1.04	115.2	F	NB	T	1.02	107.1	F
	SB	T	1.11	108.1	F	SB	T	1.12	109.6	F	SB	T	1.10	101.7	F
Twelfth Ave. @ 42nd Street	EB	LTR	0.09	32.6	C	EB	LTR	0.09	32.6	C	EB	LTR	0.10	33.4	C
	WB	L	0.50	41.7	D	WB	L	0.50	41.7	D	WB	L	0.52	43.2	D
	WB	R	0.63	24.5	C	WB	R	0.63	24.5	C	WB	R	0.64	25.8	C
	NB	T	1.16	156.3	F	NB	T	1.17	160.5	F	NB	T	1.14	148.1	F
	NB	R	0.22	26.8	C	NB	R	0.23	26.8	C	NB	R	0.22	26.1	C
	SB	L	0.76	52.3	D	SB	L	0.76	52.3	D	SB	L	0.76	52.3	D
	SB	T	0.97	32.3	C	SB	T	0.98	33.0	C	SB	T	0.96	30.2	C
Twelfth Ave. @ 46th Street	EB	LTR	0.18	36.6	D	EB	LTR	0.18	36.6	D	EB	LTR	0.19	37.4	D
	NB	TR	1.09	157.3	F	NB	TR	1.10	160.1	F	NB	TR	1.08	151.3	F
	SB	L	0.83	94.9	F	SB	L	0.83	94.9	F	SB	L	0.83	94.9	F
	SB	T	0.90	20.2	C	SB	T	0.90	20.3	C	SB	T	0.89	19.1	B
Broadway @ 35th Street	WB	L	0.22	22.6	C	WB	L	0.22	22.6	C	WB	L	0.20	20.9	C
	WB	T	1.14	131.2	F	WB	T	1.19	149.7	F	WB	T	1.11	119.7	F
	SB	T	0.26	8.0	A	SB	T	0.26	8.0	A	SB	T	0.28	9.2	A
	SB	R	0.47	13.7	B	SB	R	0.47	13.8	B	SB	R	0.50	16.4	B

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

Table 24-11B
2017 Future with the Proposed Actions: Approach Movement Operations With and Without Proposed Mitigation (Saturday Midday Peak Hour) Unsignalized Intersections[1]

Intersection	2017 Interim Future Without the Proposed Actions			2017 Interim Future With the Proposed Actions			2017 Future With the Proposed Actions and Mitigation		
	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS	App	Delay Sec/Veh	LOS
Twelfth Ave. @ 33rd St.	WB	17.9	C	WB	25.0	C	WB	23.4	C
	NB	--	--	NB	--	--	NB	35.4	D
Twelfth Ave. @ 47th St.	WB	79.8	F	WB	85.2	F	WB	36.4	D
	NB	--	--	NB	--	--	NB	33.1	C

Table 24-11C
2017 Future with the Proposed Actions: Proposed Mitigation Measures (Saturday Midday Peak Hour)[1]

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Sixth Ave. @ 28th St.	EB: G=37 NB: G=43	EB: G=38 NB: G=42
Sixth Ave. @ 30th St.	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
	EB: G=44 NB: G=36	EB: G=41 NB: G=39
Sixth Ave. @ 34th St.	Impacts cannot be fully mitigated	
Broadway @ 35th St.	WB: G=31 SB: G=49	WB: G=33 SB: G=47
Seventh Ave. @ 28th St.	EB: G=31 SB: G=49	EB: G=32 SB: G=48
Seventh Ave. @ 29th St.	WB: G=36 SB: G=44	WB: G=41 SB: G=39
Seventh Ave. @ 31st St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
Seventh Ave. @ 33rd St.	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of Seventh Ave.
Seventh Ave. @ 35th St.	WB: (2 Lanes) L (12'), LT (10.5')	WB: (2 Lanes) L, LT (12' each) – Restriping by prohibiting parking on the north side of 35th St.
Seventh Ave. @ 36th St.	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (12' each) – Restriping by prohibiting parking on the south side of 36th St.
Seventh Ave. @ 37th St.	WB: G=40 SB: G=40	WB: G=41 SB: G=39

[1] This table has been revised for the FEIS.

Table 24-11C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Saturday Midday Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Seventh Ave. @ 38th St.	EB: G=36 SB: G=44	EB: G=37 SB: G=43
Eighth Ave. @ 29th St.	WB: G=36 NB: G=44	WB: G=37 NB: G=43
Eighth Ave. @ 30th St.	EB: G=38 NB: G=42	EB: G=46 NB: G=34 (Mitigation Unsuccessful in 2018)
Eighth Ave. @ 31st St.	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
Eighth Ave. @ 33rd St.	WB: G=47 NB: G=33	WB: G=46 NB: G=34
Eighth Ave. @ 35th St.	WB: G=31 NB: G=49	WB: G=32 NB: G=48
Eighth Ave. @ 36th St.	EB: (2 Lanes) LT, T (9.5')	EB: (2 Lanes) LT, T (12') – Restriping by prohibiting parking on the north side of 36th St.
Ninth Ave. @ 28th St.*	EB: (1 Lane) TR	EB: (2 Lanes) T, R – An additional lane from prohibiting parking on the south side of 28th St., and restripe
Ninth Ave. @ 29th St.	SB: G=45 WB: G=35	SB: G=47 WB: G=33
Ninth Ave. @ 30th St.	EB: G=27 SBT: G=29 SB: G=17	EB: G=29 SBT: G=26 SB: G=18
Ninth Ave. @ 31st St.	SB: G=50 WB: G=30	SB: G=46 WB: G=34
Ninth Ave. @ 33rd St.	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
Ninth Ave. @ 34th St.*	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
Ninth Ave. @ 35th St.	WB: G=30 SB: G=50	WB: G=42 SB: G=38
Ninth Ave. @ 36th St.*	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of Ninth Ave., and restripe
	EB: G=30 SB: G=50	EB: 31 SB: 49
Ninth Ave. @ 42nd St.*	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of Ninth Ave., and restripe
	WB: G=4 EB/WB: G=29 Ped N-S: G=7 NB/SB: G=35	WB: G=4 EB/WB: G=31 Ped N-S: G=7 NB/SB: G=33
Tenth Ave. @ 28th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 33rd St.*	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe

Table 24-11C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Saturday Midday Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Tenth Ave. @ 34th St.*	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe
	EB/WB: G=30 NB: G=50	EB/WB: G=32 NB: G=48
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=32 NB: G=48
Tenth Ave. @ 36th St.*	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, TR – An additional lane from enforcing the existing parking prohibition on the east side of Tenth Ave. during the SAT.
Tenth Ave. @ 40th St.*	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): L, T, T – An additional lane from restriping the eastbound approach. (10' each)
Tenth Ave. @ 42nd St.	EB/WB: G=28 NB: G=45	EB/WB: G=29 NB: G=44
Eleventh/Twelfth Ave. @ 22nd St.	Impacts cannot be fully mitigated	
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 44th St.*	EB: (2 Lanes) LT, TR (11.4')	EB: (3 Lanes) LT, T, TR (11') – Restriping by prohibiting parking on the north side of 44th St.
Eleventh Ave. @ 47th St.*	SB (2 Lanes): T, TR	SB (3 Lanes): T, T, R– An additional lane from prohibiting parking on the west side of Eleventh Ave.
Eleventh Ave. @ 54th St.*	EB: (1 Lane) LTR (10') Standing bus lane on right. Parking with 10 maneuvers	EB: (1 Lane) LTR (14') Standing bus lane removed. No parking, 0 maneuvers.
Eleventh Ave. @ 57th St.	EB: (2 Lanes) L, TR	EB: (3 Lanes) L, T, R – An additional lane from prohibiting parking on the south side of 57th St., and restripe
	EBL,WBL: G=8 NB/SB: G=40 EB/WB: G=27	EBL,WBL: G=8 NB/SB: G=41 EB/WB: G=27
Twelfth Ave. @ 24th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 29th St.	WB: G=26 NB/SB: G=83	WB: G=29 NB/SB: G=80
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB: G=79 SB Left: G=14	EB: G=11 NB/SB: G=77 SB Left: G=16
Twelfth Ave. @ 33rd St.	WB: (1 Lane) R (16')	WB: (2 Lanes) R, R (12') – An additional lane from prohibiting parking on the north side of 33rd St., and restripe
	Unsignalized	WB: G=50 NB: G=60
Twelfth Ave. @ 37th St.	EB: G=21 NB T and L: G=14 NB T and SB T: G=52 SB T and R: G=13	EB: G=20 NB T and L: G=14 NB T and SB T: G=52 SB T and R: G=14

Table 24-11C (cont'd)
2017 Future with the Proposed Actions:
Proposed Mitigation Measures
(Saturday Midday Peak Hour)

Intersection	2017 Future With the Proposed Actions	2017 Future With the Proposed Actions and Mitigation
Twelfth Ave. @ 41st St.	EB/WB: G=26 EB: G=11 NB/SB: G=50 SB: G=12	EB/WB: G=26 EB: G=10 NB/SB: G=51 SB: G=12
Twelfth Ave. @ 42nd St.	EB/WB: G=33 NB/SBT: G=45 SB/WBR: G=26	EB/WB: G=32 NB/SBT: G=46 SB/WBR: G=26
Twelfth Ave. @ 46th St.	EB: G=19 EB: G=5 NB/SB: G=65 SB/SBL: G=10	EB: G=18 EB: G=5 NB/SB: G=66 SB/SBL: G=10
Twelfth Ave. @ 47th St.	Unsignalized	Signalized WB: G=39 NB: G=71
Dyer Ave. @ 31st St.*	WB: (2 Lanes) LT, TR (11.3')	WB: (2 Lanes) LT, TR (12') – Restriping by prohibiting parking on the north side of 31st St.

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 24-12A
2016 Construction Condition:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday AM Peak Hour)[1]

	2016 Construction Without the Proposed Action					2016 Construction With the Proposed Action					2016 Construction With the Proposed Action and Mitigation				
Intersection	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Movement**	**V/C ratio**	**Delay (sec/veh)**	**LOS**
Tenth Ave. @ 30th St.	EB	LT	2.01	770.0	F	EB	LT	2.05	790.9	F	EB	LT	1.98	750.9	F
	NB	T	0.58	9.6	A	NB	T	0.59	9.7	A	NB	T	0.60	10.5	B
	NB	R	0.83	29.6	C	NB	R	0.83	29.9	C	NB	R	0.86	34.2	C
Tenth Ave. @ 31st St.	WB	R	1.25	344.0	F	WB	R	1.25	345.0	F	WB	R	1.20	319.1	F
	NB	T	0.68	10.9	B	NB	T	0.69	11.0	B	NB	T	0.70	12.0	B
Tenth Ave. @ 33rd St.	WB	TR	0.97	57.7	E	WB	TR	1.11	490.5	F	WB	TR	1.11	490.5	F
	NB	LT	0.75	13.1	B	NB	LT	0.74	13.0	B	NB	LT	0.74	13.0	B
Tenth Ave. @ 34th St.	EB	LT	1.62	874.2	F	EB	LT	1.71	927.9	F	EB	LT	1.62	855.0	F
	WB	T	0.62	28.7	C	WB	T	0.63	28.9	C	WB	T	0.61	27.7	C
	WB	R	0.69	41.3	D	WB	R	0.71	42.3	D	WB	R	0.68	39.4	D
	NB	**LTR**	**0.92**	**18.5**	**B**	**NB**	**LTR**	**1.01**	**75.8**	**E**	**NB**	**T**	**0.71**	**23.4**	**C**
											NB	**L**	**0.73**	**12.2**	**B**
											NB	**R**	**0.53**	**19.6**	**B**
Tenth Ave. @ 35th St.	WB	TR	1.55	455.3	F	WB	TR	1.60	477.7	F	WB	TR	1.55	448.1	F
	NB	LT	0.87	15.7	B	NB	LT	0.88	15.9	B	NB	LT	0.90	17.7	B
Eleventh Ave. @ 30th St.	EB	TR	1.08	317.4	F	EB	TR	1.10	326.6	F	EB	TR	0.50	19.5	B
	SB	LT	1.08	134.4	F	SB	LT	1.10	141.8	F	SB	LT	1.01	84.9	F
Eleventh Ave. @ 34th St.	EB	L	0.47	24.0	C	EB	L	0.51	27.6	C	EB	L	0.51	27.6	C
	EB	TR	0.90	61.8	E	EB	TR	0.91	64.0	E	EB	TR	0.91	64.0	E
	WB	L	0.79	45.4	D	WB	L	0.76	42.7	D	WB	L	0.76	42.7	D
	WB	TR	1.30	569.8	F	WB	TR	1.78	740.7	F	WB	TR	1.78	740.7	F
	SB	LTR	1.41	268.7	F	SB	LTR	1.45	283.1	F	SB	LTR	1.45	283.1	F
Twelfth Ave. @ 29th St.	**WB**	**LR**	**1.89**	**1008.0**	**F**	**WB**	**LR**	**1.92**	**1023.0**	**F**	**WB**	**L**	**0.44**	**62.8**	**E**
												R	**1.68**	**969.6**	**F**
	NB	T	0.61	9.1	A	NB	T	0.61	9.1	A	NB	T	0.61	9.1	A
	SB	T	1.15	115.6	F	SB	T	1.15	115.6	F	SB	T	1.15	115.6	F
Twelfth Ave. @ 30th St.	NB	TR	1.02	67.2	E	NB	TR	1.02	68.9	E	NB	TR	1.02	68.9	E
	SB	L	1.26	381.6	F	SB	L	1.28	393.8	F	SB	L	1.22	356.3	F
	SB	TR	1.21	147.8	F	SB	TR	1.21	147.8	F	SB	TR	1.21	147.8	F
Twelfth Ave. @ 34th St.	WB	L	0.48	60.6	E	WB	L	0.67	70.5	E	WB	L	0.67	70.5	E
	WB	LR	0.46	59.7	E	WB	LR	0.71	72.7	E	WB	LR	0.71	72.7	E
	WB	R	0.60	42.1	D	WB	R	0.80	53.6	D	WB	R	0.80	53.6	D
	NB	T	1.20	207.0	F	NB	T	1.10	168.1	F	NB	T	1.10	168.1	F
	NB	R	0.20	19.0	B	NB	R	0.19	18.8	B	NB	R	0.19	18.8	B
	SB	L	0.61	63.5	E	SB	L	0.61	63.7	E	SB	L	0.61	63.7	E
	SB	T	1.34	377.4	F	SB	T	1.34	377.6	F	SB	T	1.34	377.6	F

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

[1] This table has been revised for the FEIS.

Table 24-12B
2016 Construction Condition:
Proposed Mitigation Measures
(Weekday AM Peak Hour)[1]

	2016 Construction Condition: Future With the Proposed Actions	2016 Construction Condition: Future With the Proposed Actions and Mitigation
Tenth Ave. @ 30th St.	EB: G=30 NB: G=50	EB: G=31 NB: G=49
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 33rd St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 34th St.	NB: (4 Lanes) LT, T, T, TR	NB (6 Lanes): L, T, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe, and an additional lane from prohibiting parking on the west side of Tenth Ave., and restripe.
	EB/WB: G=30 NB: G=50	EB/WB: G=31 NB: G=49
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 34th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 29th St.	WB: (1 16 foot Lane) LR	EB: (2 Lanes, 11 feet each, L, R) – An additional lane from prohibiting parking on the north side of 29th St.
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB: G=107 SBL: G=16	EB: G=10 NB/SB: G=107 SBL: G=17
Twelfth Ave. @ 34th St.	Impacts cannot be fully mitigated	

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

[1] This table has been revised for the FEIS.

Table 24-13A
2016 Construction Condition:
Approach Movement Operations With and Without Proposed Mitigation
(Weekday Midday Peak Hour)[1]

Intersection	2016 Construction Without the Proposed Action					2016 Construction With the Proposed Action					2016 Construction With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Tenth Ave. @ 30th St.	EB	LT	2.88	1178.0	F	EB	LT	2.94	1205.0	F	EB	LT	1.42	511.4	F
	NB	T	0.66	10.6	B	NB	T	0.66	10.6	B	NB	T	0.66	10.6	B
	NB	R	1.55	442.6	F	NB	R	1.55	442.6	F	NB	R	0.79	26.3	C
Tenth Ave. @ 33rd St.	WB	TR	1.00	64.4	E	WB	TR	1.16	507.2	F	WB	TR	1.16	507.2	F
	NB	LT	1.06	152.2	F	NB	LT	1.06	147.3	F	NB	LT	1.06	147.3	F
Tenth Ave. @ 34th St.	EB	LT	1.73	927.8	F	EB	LT	1.73	927.8	F	EB	LT	1.73	927.8	F
	WB	T	0.53	26.7	C	WB	T	0.54	26.7	C	WB	T	0.54	26.7	C
	WB	R	1.26	473.4	F	WB	R	1.26	473.4	F	WB	R	1.26	473.4	F
	NB	**LTR**	**1.08**	**108.9**	**F**	**NB**	**LTR**	**1.20**	**159.1**	**F**	**NB**	**T**	**0.92**	**44.6**	**D**
											NB	**L**	**0.81**	**13.4**	**B**
											NB	**R**	**1.03**	**201.2**	**F**
Eleventh Ave. @ 30th St.	EB	TR	1.24	375.3	F	EB	TR	1.27	389.0	F	EB	TR	0.58	20.9	C
	SB	LT	1.16	166.5	F	SB	LT	1.17	173.0	F	SB	LT	1.04	115.0	F
Eleventh Ave. @ 34th St.	EB	L	0.51	27.2	C	EB	L	0.50	27.3	C	EB	L	0.50	27.3	C
	EB	TR	0.88	59.7	E	EB	TR	0.89	61.3	E	EB	TR	0.89	61.3	E
	WB	L	0.59	26.3	C	WB	L	0.58	25.5	C	WB	L	0.58	25.5	C
	WB	TR	1.37	537.0	F	WB	TR	1.96	782.0	F	WB	TR	1.96	782.0	F
	SB	LTR	1.48	296.5	F	SB	LTR	1.51	309.4	F	SB	LTR	1.51	309.4	F
Twelfth Ave. @ 29th St.	WB	LR	1.59	804.1	F	WB	LR	1.60	809.6	F	WB	LR	1.60	809.6	F
	NB	T	0.60	10.4	B	NB	T	0.60	10.4	B	NB	T	0.60	10.4	B
	SB	T	1.13	109.8	F	SB	T	1.13	109.8	F	SB	T	1.13	109.8	F
Twelfth Ave. @ 30th St.	NB	TR	1.08	90.8	F	NB	TR	1.08	91.6	F	NB	TR	1.08	91.6	F
	SB	L	1.33	372.3	F	SB	L	1.36	385.5	F	SB	L	1.27	341.3	F
	SB	TR	1.20	142.9	F	SB	TR	1.20	142.9	F	SB	TR	1.20	142.9	F
Twelfth Ave. @ 34th St.	WB	L	0.48	44.1	D	WB	L	0.65	50.6	D	WB	L	0.65	50.6	D
	WB	LR	0.49	44.3	D	WB	LR	0.67	51.4	D	WB	LR	0.67	51.4	D
	WB	R	0.50	29.8	C	WB	R	0.78	41.9	D	WB	R	0.78	41.9	D
	NB	T	1.12	173.7	F	NB	T	0.98	46.2	D	NB	T	0.98	46.2	D
	NB	R	0.26	18.3	B	NB	R	0.25	18.1	B	NB	R	0.25	18.1	B
	SB	L	0.72	62.0	E	SB	L	0.72	62.2	E	SB	L	0.72	62.2	E
	SB	T	1.18	328.2	F	SB	T	1.18	328.4	F	SB	T	1.18	328.4	F

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

[1] This table has been revised for the FEIS.

Table 24-13B
2016 Construction Condition:
Proposed Mitigation Measures
(Weekday Midday Peak Hour)[1]

Intersection	2016 Construction Condition: Future With the Proposed Actions	2016 Construction Condition: Future With the Proposed Actions and Mitigation
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 33rd St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 34th St.	NB: (4 Lanes) LT, T, T, TR	NB (6 Lanes): L, T, T, T, T, R – An additional lane from prohibiting parking on the east side of Tenth Ave., and restripe, and an additional lane from prohibiting parking on the west side of Tenth Ave., and restripe.
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 34th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 29th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 30th St.	EB: G=11 NB/SB: G=79 SBL: G=14	EB: G=10 NB/SB: G=79 SBL: G=15
Twelfth Ave. @ 34th St.	Impacts cannot be fully mitigated	

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

[1] This table has been revised for the FEIS.

Table 24-14A
2016 Construction Condition:
Approach Movement Operations With And Without Proposed Mitigation
(Weekday PM Peak Hour)[1]

Intersection	2016 Construction Without the Proposed Action					2016 Construction With the Proposed Action					2016 Construction With the Proposed Action and Mitigation				
	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS	Approach	Movement	V/C ratio	Delay (sec/veh)	LOS
Tenth Ave. @ 30th St.	EB	LT	2.89	1149.0	F	EB	LT	3.02	1208.0	F	EB	LT	1.46	495.0	F
	NB	T	0.41	8.0	A	NB	T	0.41	8.0	A	NB	T	0.41	8.0	A
	NB	R	1.30	269.2	F	NB	R	1.31	273.1	F	NB	R	0.88	32.2	D
Tenth Ave. @ 31st St.	WB	R	2.37	849.1	F	WB	R	2.46	888.7	F	WB	R	2.36	833.0	F
	NB	T	0.89	17.9	B	NB	T	0.91	18.8	B	NB	T	0.93	21.2	C
Tenth Ave. @ 33rd St.	WB	TR	0.96	53.7	D	WB	TR	1.18	513.3	F	WB	TR	1.18	513.3	F
	NB	LT	1.06	149.1	F	NB	LT	1.05	144.4	F	NB	LT	1.05	144.4	F
Tenth Ave. @ 34th St.	EB	LT	1.96	1077.0	F	EB	LT	2.14	1171.0	F	EB	LT	1.91	999.2	F
	WB	T	0.69	30.7	C	WB	T	0.69	30.8	C	WB	T	0.65	28.0	C
	WB	R	2.28	867.1	F	WB	R	2.30	876.7	F	WB	R	2.12	773.9	F
	NB	**LTR**	**1.37**	**227.5**	**F**	**NB**	**LTR**	**1.58**	**325.9**	**F**	**NB**	**T**	**1.15**	**129.0**	**F**
											NB	**L**	**0.93**	**48.1**	**D**
											NB	**R**	**0.77**	**37.6**	**D**
Tenth Ave. @ 35th St.	WB	TR	1.08	253.8	F	WB	TR	1.09	255.9	F	WB	TR	1.06	237.9	F
	NB	LT	0.87	14.6	B	NB	LT	0.90	15.9	B	NB	LT	0.92	17.7	B
Tenth Ave. @ 36th St.	EB	LT	0.38	24.3	C	EB	LT	0.39	24.4	C	EB	LT	0.44	27.3	C
	NB	TR	1.30	204.5	F	NB	TR	1.38	239.9	F	NB	TR	1.29	194.5	F
Tenth Ave. @ 37th St.	WB	TR	0.68	30.3	C	WB	LT	0.68	30.3	C	WB	TR	0.73	33.9	C
	NB	LT	1.66	369.2	F	NB	LT	1.71	391.5	F	NB	LT	1.62	351.2	F
Eleventh Ave. @ 30th St.	EB	TR	0.99	60.6	E	EB	TR	0.99	60.6	E	EB	TR	0.45	18.6	B
	SB	LT	1.07	127.1	F	SB	LT	1.08	130.0	F	SB	LT	0.96	32.5	C
Eleventh Ave. @ 34th St.	EB	L	0.46	25.9	C	EB	L	0.45	25.7	C	EB	L	0.45	25.7	C
	EB	TR	0.80	48.8	D	EB	TR	0.80	48.8	D	EB	TR	0.80	48.8	D
	WB	L	0.77	42.0	D	WB	L	0.75	40.5	D	WB	L	0.75	40.5	D
	WB	TR	1.92	880.9	F	WB	TR	2.66	1150.0	F	WB	TR	2.66	1150.0	F
	SB	LTR	1.42	266.6	F	SB	LTR	1.46	287.4	F	SB	LTR	1.46	287.4	F
Twelfth Ave. @ 29th St.	**WB**	**LR**	**2.40**	**1244.0**	**F**	**WB**	**LR**	**2.42**	**1253.0**	**F**	**WB**	**L**	**1.01**	**169.3**	**F**
											WB	**R**	**1.81**	**1094.0**	**F**
	NB	T	0.76	3.8	A	NB	T	0.76	3.8	A	NB	T	0.75	3.6	A
	SB	T	1.08	87.6	F	SB	T	1.08	87.9	F	SB	T	1.07	83.5	F
Twelfth Ave. @ 34th St.	WB	L	0.43	58.0	E	WB	L	0.54	62.0	E	WB	L	0.54	62.0	E
	WB	LR	0.49	60.2	E	WB	LR	1.01	157.1	F	WB	LR	1.01	157.1	F
	WB	R	0.61	50.5	D	WB	R	1.04	253.5	F	WB	R	1.04	253.5	F
	NB	T	1.30	231.3	F	NB	T	1.18	179.3	F	NB	T	1.18	179.3	F
	NB	R	0.14	7.0	A	NB	R	0.13	7.0	A	NB	R	0.13	7.0	A
	SB	L	1.13	635.7	F	SB	L	1.13	635.7	F	SB	L	1.13	635.7	F
	SB	T	1.17	298.5	F	SB	T	1.17	298.5	F	SB	T	1.17	298.5	F

Notes:
Bold Indicates changed movements between conditions
Unmitigated approach movements denoted by shading
Delay calculated at greater than 300 seconds is considered unreliable, though the congestion at this level is considered an impact

[1] This table has been revised for the FEIS.

Table 24-14B
2016 Construction Condition:
Proposed Mitigation Measures
(Weekday PM Peak Hour)[1]

Intersection	2016 Construction Condition: Future With the Proposed Actions	2016 Construction Condition: Future With the Proposed Actions and Mitigation
Tenth Ave. @ 30th St.	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
Tenth Ave. @ 31st St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 33rd St.	Impacts cannot be fully mitigated	
Tenth Ave. @ 34th St.+	NB: (3 Lanes) LT, T, TR	NB (5 Lanes): L, T, T, T, R – An additional lane from prohibiting parking on the east side of 10th Ave., and restripe, and an additional lane from prohibiting parking on the west side of Tenth Ave., and restripe.
	EB/WB: G=30 NB: G=50	EB/WB: G=32 NB: G=48
Tenth Ave. @ 35th St.	WB: G=30 NB: G=50	WB: G=31 NB: G=49
Tenth Ave. @ 36th St.	EB: G=30 NB: G=50	EB: G=27 NB: G=53
Tenth Ave. @ 37th St.	WB: G=32 NB: G=48	WB: G=30 NB: G=50
Eleventh Ave. @ 30th St.	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
Eleventh Ave. @ 34th St.	Impacts cannot be fully mitigated	
Twelfth Ave. @ 29th St.	WB: (1 16 foot Lane) LR	EB: (2 Lanes, 11 feet each, L, R) – An additional lane from prohibiting parking on the north side of 29th St.
	WB: G=25 NB/SB: G=114	WB: G=24 NB/SB: G=115
Twelfth Ave. @ 34th St.	Impacts cannot be fully mitigated	

Note:
"G" indicates amount of green phase time, in seconds.
(*) Mitigation not required during this period – intersection modified due to improvement in other time period.
+ One northbound through lane was removed in PM peak hour due to queued buses traveling to Port Authority Bus Terminal.

[1] This table has been revised for the FEIS.

H. TRANSIT AND PEDESTRIAN TABLES

Table 24-15
2019 Future with the Proposed Actions:
Bus Operating Conditions

Bus Route	Direction	Project Generated Passengers	Additional Buses Needed	
			Regular	Articulated
AM Peak Hour				
M10/ M20	NB	40	1	1
	SB	102	2	2
M11	NB	80	2	1
	SB	180	3	2
M34/ M16	EB	239	4	3
	WB	842	13	10
PM Peak Hour				
M10/ M20	NB	124	2	2
	SB	48	1	1
M11	NB	248	4	3
	SB	86	2	1
M34/ M16	EB	940	15	11
	WB	299	5	4

Table 24-16
2019 Future with the Proposed Actions:
Summary of Pedestrian Element Locations
with Significant Adverse Impacts

Time Period	# of Elements Analyzed	No Significant Adverse Impacts	Mitigated Significant Adverse Impacts	Unmitigated Significant Adverse Impacts
Sidewalks				
AM	188	186	1	1
Midday	188	187	0	1
PM	188	183	1	4
Saturday	146	145	0	1
Crosswalks				
AM	95	83	10 (3*)	2
Midday	95	83	6 (2*)	6 (3*)
PM	95	85	7	3
Saturday	73	65	7	1
Corners				
AM	90	77	12	1
Midday	90	81	2	7 (2*)
PM	90	78	9	3
Saturday	70	63	7	0

Note: * Additional significant adverse impact is due to changes in traffic signal timing as part of traffic mitigation measures.

Table 24-17
2019 Future with the Proposed Actions:
Sidewalk Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Sidewalk Location	2019 Future without the Proposed Actions			2019 Future with the Proposed Actions			2019 Future with the Proposed Actions With Mitigation			
		Effective Width	Pedestrian Flow Rate (p/15-min/ft)	LOS	Effective Width	Pedestrian Flow Rate (p/15-min/ft)	LOS	Effective Width	Pedestrian Flow Rate (p/15-min/ft)	LOS	Result
AM Peak Period											
8. Tenth Avenue and West 33rd Street	4	5.2	11.9	E	5.2	19.6	F	5.2	19.6	F	Unmitigated
12. Ninth Avenue and West 33rd Street	3	3.5	20.5	F	3.5	23.5	F	6.5	12.7	E	Mitigated through relocation of planters or street vendor
Midday Peak Period											
8. Tenth Avenue and West 33rd Street	4	5.2	31.8	F	5.2	34.0	F	5.2	34.0	F	Unmitigated
PM Peak Period											
8. Tenth Avenue and W. 33rd Street	4	5.2	18.3	F	5.2	26.7	F	5.2	26.7	F	Unmitigated
12. Ninth Avenue and West 33rd Street	3	3.5	24.4	F	3.5	27.8	F	6.5	15.0	E	Mitigated through relocation of planters or street vendor
	4	9.0	15.7	E	9.0	19.4	F	9.0	19.4	F	Unmitigated
15. Eighth Avenue and West 33rd Street	7	9.0	14.6	E	9.0	17.8	E	9.0	17.8	E	Unmitigated
	8	5.3	17.5	E	5.3	19.7	F	5.3	19.7	F	Unmitigated
Saturday Peak Period											
8. Tenth Avenue and West 33rd Street	4	5.2	14.9	E	5.2	18.0	F	5.2	18.0	F	Unmitigated

Table 24-18
2019 Future with the Proposed Actions:
Crosswalk Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Crosswalk Location	2019 Future without the Proposed Actions			2019 Future with the Proposed Actions			2019 Future with the Proposed Actions With Mitigation			
		Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Result
AM Peak Period											
5. Eleventh Avenue and West 33rd Street	South	15.0	131.2	A	15.0	13.1	E	15.0	26.1	C	Mitigated through changes in signal timing
8. Tenth Avenue and West 33rd Street	North	15.0	17.3	D	15.0	14.4	E	119.0	18.5	D	Mitigated through widening
	South	15.0	7.4	F	15.0	3.8	F	20.0	5.6	F	Unmitigated, but widening is proposed
11. Ninth Avenue and West 34th Street	East	16.0	15.9	D	16.0	15.3	D	19.0	15.6	D	Mitigated[1]
	West	15.5	14.8	E	15.5	14.1	E	18.5	14.9	E	Mitigated[1]
13. Ninth Avenue and West 31st Street	North	17.0	16.7	D	17.0	14.9	E	17.0	15.8	D	Mitigated through changes in signal timing.
	South	13.0	16.6	D	13.0	14.9	E	13.0	15.8	D	Mitigated through changes in signal timing.
15. Eighth Avenue and West 33rd Street	North	14.8	11.6	E	14.8	10.8	E	15.8	11.2	E	Mitigated[1]
	East	17.4	13.7	E	17.4	12.5	E	17.9	13.4	E	Mitigated through widening
	South	17.4	13.3	E	17.4	10.1	E	21.4	12.5	E	Mitigated through widening
24. Boulevard and West 33rd Street	West	20.0	7.4	F	20.0	5.6	F	23.0	6.8	F	Mitigated through widening
27. Boulevard and 33rd Street (West)	West	15.0	23.0	D	15.0	13.6	E	15.0	13.6	E	Unmitigated
Midday Peak Period											
1. Route 9A and West 34th Street	South (East)	14.4	11.5	E	14.4	8.9	E	16.9	10.8	E	Mitigated through widening
	South (West)	14.4	9.6	E	14.4	7.3	F	16.9	9.0	E	Mitigated through widening
5. Eleventh Avenue and West 33rd Street	South	15.0	19.5	D	15.0	8.3	E	15.0	18.1	D	Mitigated through changes in signal timing.
7. Tenth Avenue and West 34th Street	East	15.0	9.8	E	15.0	9.3	E	15.0	8.7	E	Unmitigated[1]
	West	17.0	12.0	E	17.0	11.2	E	17.0	10.5	E	Unmitigated[1]
9. Tenth Avenue and West 31st Street	South	12.5	15.2	D	12.5	13.6	E	14.5	17.0	D	Mitigated through widening
13. Ninth Avenue and West 31st Street	East	13.0	16.1	D	13.0	16.1	D	19.0	22.1	D	Mitigated[1]
	West	15.0	13.9	E	15.0	13.9	E	20.0	17.3	D	Mitigated[1]

Table 24-18 (cont'd)
2019 Future with the Proposed Actions:
Crosswalk Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Crosswalk Location	2019 Future without the Proposed Actions			2019 Future with the Proposed Actions			2019 Future with the Proposed Actions With Mitigation			
		Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Result
Midday Peak Period (continued)											
19. Tenth Avenue and West 35th Street	West	13.0	16.5	D	13.0	15.4	D	13.0	14.5	E	Unmitigated[1]
25. Eleventh Avenue and 32nd Street	North	15.0	165.9	A	20.0	5.0	F	20.0	5.0	F	Unmitigated
	South	15.0	336.9	A	20.0	9.4	E	20.0	9.4	E	Unmitigated
27. Boulevard and 33rd Street (West)	West	15.0	21.0	D	15.0	14.2	E	15.0	14.2	E	Unmitigated
PM Peak Period											
5. Eleventh Avenue and West 33rd Street	South	15.0	64.8	A	15.0	9.4	E	15.0	18.7	D	Mitigated through changes in signal timing.
6. Eleventh Avenue and West 30th Street	East	15.0	10.7	E	15.0	8.7	E	16.5	9.8	E	Mitigated through widening
8. Tenth Avenue and West 33rd Street	South	15.0	4.6	F	15.0	3.0	F	20.0	3.9	F	Mitigated through widening
	West	15.0	9.0	E	15.0	7.9	F	20.0	12.0	E	Mitigated through widening
9. Tenth Avenue and West. 31st Street	North	15.0	12.8	E	15.0	10.8	E	15.0	13.6	E	Mitigated through changes in signal timing.
13. Ninth Avenue and West 31st Street	South	13.0	11.5	E	13.0	10.3	E	13.0	11.1	E	Mitigated through changes in signal timing.
15. Eighth Avenue and West 33rd Street	South	17.4	9.8	E	17.4	8.1	E	21.4	9.9	E	Mitigated through widening
24. Boulevard and West 33rd Street	West	20.0	9.3	E	20.0	6.0	F	23.0	7.1	F	Unmitigated, but widening is proposed
25. Eleventh Avenue and West 32nd Street	North	15.0	336.9	A	20.0	8.4	E	20.0	8.4	E	Unmitigated
27. Boulevard and 33rd Street (West)	West	15.0	22.6	D	15.0	14.5	E	15.0	14.5	E	Unmitigated
Saturday Peak Period											
6. Eleventh Avenue and West 30th Street	East	15.0	13.3	E	15.0	12.3	E	16.5	13.8	E	Mitigated through widening
8. Tenth Avenue and West 33rd Street	South	15.0	5.5	F	15.0	4.2	F	20.0	6.2	F	Mitigated through widening
	West	15.0	11.2	E	15.0	10.0	E	20.0	14.4	E	Mitigated through widening

Table 24-18 (cont'd)
2019 Future with the Proposed Actions:
Crosswalk Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Crosswalk Location	2019 Future without the Proposed Actions			2019 Future with he Proposed Actions			2019 Future with the Proposed Actions With Mitigation			
		Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Result
Saturday Peak Period (continued)											
12. Ninth Avenue and West 33rd Street	South	20.0	6.8	F	20.0	5.6	F	21.0	5.9	F	Mitigated through widening
	West	15.0	16.9	D	15.0	14.9	E	15.5	15.5	D	Mitigated through widening
15. Eighth Avenue and West 33rd Street	South	17.4	15.9	D	17.4	14.7	E	21.4	17.9	D	Mitigated through widening
24. Boulevard and West 33rd Street	West	20.0	13.0	E	20.0	11.2	E	23.0	13.4	E	Mitigated through widening
25. Eleventh Avenue and West 32nd Street	North	15.0	336.9	A	20.0	13.2	E	20.0	13.2	E	Unmitigated

Notes: 1. No significant adverse impact for the 2019 Future with the Proposed Actions condition. Significant adverse impact is due to changes in traffic signal timing as part of traffic mitigation measures.

Table 24-19
2019 Future with the Proposed Actions:
Corner Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Corner	2019 Future without he Proposed Actions				2019 Future with the Proposed Actions				2019 Future with the Proposed Actions With Mitigation				
		Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Result
		Major Width	Minor Width			Major Width	Minor Width			Major Width	Minor Width			
AM Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	65.4	A	12.0	10.0	12.6	E	18.0	10.0	28.9	C	Mitigated through bulb out
	Southwest	10.7	8.8	135.2	A	12.0	10.0	13.0	E	18.0	10.0	26.3	C	Mitigated through bulb out
	Northwest	11.0	8.8	122.4	A	11.0	8.8	7.8	E	17.0	8.8	18.8	D	Mitigated through bulb out
8. Tenth Avenue and West 33rd Street	Northeast	12.0	11.0	8.6	E	12.0	11.0	5.5	F	18.0	11.0	18.2	D	Mitigated through bulb out
	Southeast	13.8	10.0	3.7	F	13.8	10.0	-2.7	F	19.8	10.0	3.1	F	Mitigated through bulb out
	Southwest	12.0	13.0	11.0	E	12.0	13.0	5.4	F	18.0	13.0	12.1	E	Mitigated through bulb out
	Northwest	12.0	10.0	12.3	E	12.0	10.0	9.6	E	18.0	10.0	19.1	D	Mitigated through bulb out

Table 24-19 (cont'd)
2019 Future with the Proposed Actions:
Corner Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Corner	2019 Future without the Proposed Actions				2019 Future with the Proposed Actions				2019 Future with the Proposed Actions With Mitigation				
		Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Result
		Major Width	Minor Width			Major Width	Minor Width			Major Width	Minor Width			
AM Peak Period (continued)														
12. Ninth Avenue and West 33rd Street	Northeast	12.7	10.0	-3.4	F	12.7	10.0	-4.5	F	12.7	10.0	-4.5	F	Unmitigated
	Southeast	12.0	10.0	-10.8	F	12.0	10.0	-12.0	F	18.0	10.0	7.7	F	Mitigated through bulb out
	Southwest	17.0	15.0	14.8	E	17.0	15.0	11.1	E	23.0	15.0	16.9	D	Mitigated through bulb out
13. Ninth Avenue and West 31st Street	Northeast	12.0	10.0	12.2	E	12.0	10.0	9.7	E	18.0	10.0	28.5	C	Mitigated through bulb out
	Southwest	11.3	9.3	14.8	E	11.3	9.3	12.4	E	17.3	9.3	32.0	C	Mitigated through bulb out
15. Eighth Avenue and West 33rd Street	Southwest	12.2	10.0	7.1	F	12.2	10.0	5.6	F	18.2	10.0	12.6	E	Mitigated through bulb out
Midday Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	9.8	E	12.0	10.0	5.0	F	18.0	10.0	13.1	E	Mitigated through bulb out
	Southwest	10.7	8.8	13.8	E	12.0	10.0	5.7	F	18.1	10.0	15.8	D	Mitigated through bulb out
	Northwest	11.0	8.8	23.2	D	11.0	8.8	5.0	F	17.0	8.8	14.3	E	Unmitigated, but bulb out is proposed
6. Eleventh Avenue and West 30th Street	Northeast	14.5	14.5	12.9	E	14.5	14.5	11.4	E	14.5	14.5	11.4	E	Unmitigated
7. Tenth Avenue and West 34th Street	Northwest	11.0	17.5	100	E	11.0	17.5	9.1	E	11.0	17.5	8.9	E	Unmitigated[1]
19. Tenth Avenue and West 35th Street	Northwest	11.7	9.5	8.6	E	11.7	9.5	7.8	F	11.7	9.5	7.6	F	Unmitigated[1]
24. Boulevard and West 33rd Street	Northeast	15.0	15.0	9.5	E	15.0	15.0	8.5	E	15.0	15.0	8.3	E	Unmitigated
	Southwest	19.0	13.0	9.3	E	19.0	13.0	7.4	F	19.0	13.0	7.1	F	Unmitigated
25. Eleventh Avenue and West 32nd Street	Northeast	21.5	17.0	60.7	A	21.5	17.0	14.2	E	21.5	17.0	14.2	E	Unmitigated

Table 24-19 (cont'd)
2019 Future with the Proposed Actions:
Corner Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Corner	2019 Future without the Proposed Actions				2019 Future with the Proposed Actions				2019 Future with the Proposed Actions With Mitigation				
		Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Result
		Major Width	Minor Width			Major Width	Minor Width			Major Width	Minor Width			
PM Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	30.6	C	12.0	10.0	8.8	E	18.0	10.0	18.8	D	Mitigated through bulb out
	Southwest	10.7	8.8	55.7	B	12.0	10.0	3.4	F	18.8	10.0	13.7	E	Unmitigated, but bulb out is proposed
	Northwest	11.0	8.8	62.3	A	11.0	8.0	4.4	F	17.0	8.8	14.3	E	Unmitigated, but bulb out is proposed
8. Tenth Avenue and West 33rd Street	Northeast	12.0	11.0	7.2	F	12.0	11.0	5.8	F	18.0	11.0	13.2	E	Mitigated through bulb out
	Southeast	13.8	10.0	2.2	F	13.8	10.0	-0.2	F	19.8	10.0	2.4	F	Mitigated through bulb out
	Southwest	12.0	13.0	-3.4	F	12.0	13.0	-5.8	F	18.0	13.0	2.1	F	Mitigated through bulb out
12. Ninth Avenue and West 33rd Street	Southwest	17.0	15.0	-6.1	F	17.0	15.0	-7.6	F	23.0	15.0	3.4	F	Mitigated through bulb out
13. Ninth Avenue and West 31st Street	Southeast	12.0	10.2	16.2	D	12.0	10.2	14.8	E	18.0	10.2	32.0	C	Mitigated through bulb out
	Southwest	11.3	9.3	12.0	E	11.3	9.3	9.6	E	17.3	9.3	25.3	D	Mitigated through bulb out
	Northwest	17.0	10.0	13.9	E	17.0	10.0	12.2	E	23.0	10.0	25.6	C	Mitigated through bulb out
15. Eight Avenue and West 33rd Street	Southeast	16.0	17.8	14.2	E	16.0	17.8	12.1	E	17.0	18.8	14.7	E	Mitigated through relocation of planters
24. Boulevard and West 33rd Street	Southwest	19.0	13.0	9.7	E	19.0	13.0	5.1	F	19.0	13.0	5.1	F	Unmitigated

Table 24-19 (cont'd)
2019 Future with the Proposed Actions:
Corner Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Corner	2019 Future without the Proposed Actions				2019 Future with the Proposed Actions				2019 Future with the Proposed Actions With Mitigation				
		Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Result
		Major Width	Minor Width			Major Width	Minor Width			Major Width	Minor Width			
Saturday Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	30.8	C	12.0	10.0	14.4	E	18.0	10.0	28.5	C	Mitigated through bulb out
	Southwest	10.7	8.8	50.8	B	12.0	10.0	14.7	E	18.0	10.0	31.5	C	Mitigated through bulb out
	Northwest	11.0	8.8	44.6	B	11.0	8.8	9.2	E	17.0	8.8	24.4	C	Mitigated through bulb out
8. Tenth Avenue and West 33rd Street	Northeast	12.0	11.0	6.6	F	12.0	11.0	5.4	F	18.0	11.0	14.4	E	Mitigated through bulb out
	Southeast	13.8	10.0	2.0	F	13.8	10.0	-0.1	F	19.8	10.0	5.1	F	Mitigated through bulb out
	Southwest	12.0	13.0	1.6	F	12.0	13.0	0.2	F	18.0	13.0	5.9	F	Mitigated through bulb out
12. Ninth Avenue and West 31st Street	Southeast	12.0	10.0	-0.6	F	12.0	10.0	-1.6	F	18.0	10.0	3.5	F	Mitigated through bulb out

Notes: 1. No significant adverse impact for the 2019 Future with the Proposed Actions condition. Significant adverse impact is due to changes in traffic signal timing as part of traffic mitigation measures.

Table 24-20
Additional Buses Needed for Proposed Actions: 2017 and 2019

Bus Route	Direction	2017 Future with the Proposed Actions		2019 Future with the Proposed Actions	
		Regular	Articulated	Regular	Articulated
AM Peak Hour					
M10/ M20	NB	1	1	1	1
	SB	1	1	2	2
M11	NB	1	1	2	1
	SB	3	2	3	2
M34/ M16	EB	2	2	4	3
	WB	13	9	13	10
PM Peak Hour					
M10/ M20	NB	1	1	2	2
	SB	1	1	1	1
M11	NB	4	3	4	3
	SB	1	1	2	1
M34/ M16	EB	14	10	15	11
	WB	3	2	5	4

Table 24-21
2017 Future with the Proposed Actions: Summary of Pedestrian Element Locations with Significant Adverse Impacts

Time Period	# of Elements Analyzed	2017 Future with the Proposed Actions			2019 Future with the Proposed Actions		
		No Significant Adverse Impacts	Mitigated Significant Adverse Impacts	Unmitigated Significant Adverse Impacts	Not Impacted	Mitigated Significant Adverse Impacts	Unmitigated Significant Adverse Impacts
Sidewalks							
AM	188	186	1	1	186	1	1
Midday	188	188	0	0	187	0	1
PM	188	184	1	3	183	1	4
Saturday	146	146	0	0	145	0	1
Crosswalks							
AM	95	86	6 (2*)	3	83	10 (3*)	2
Midday	95	86	5 (3*)	4 (*)	83	6 (2*)	6 (3*)
PM	95	87	6	2	85	7	3
Saturday	73	72	0	1	65	7	1
Corners							
AM	90	77	12	1	77	12	1
Midday	90	84	3	3	81	2	7 (2*)
PM	90	79	9	2	78	9	3
Saturday	70	68	2	0	63	7	0

Note: * Significant adverse impact is due to changes in traffic signal timing as part of traffic mitigation measures.

Table 24-22
2017 Future with the Proposed Actions: Sidewalk Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Sidewalk Location	2017 Future without the Proposed Actions			2017 Future with the Proposed Actions			2017 Future with the Proposed Actions With Mitigation			
		Effective Width	Peak 15-min Flow Rate (p/15-min.)	LOS	Effective Width	Peak 15-min Flow Rate (p/15-min.)	LOS	Effective Width	Peak 15-min Flow Rate (p/15-min.)	LOS	Result
AM Peak Period											
8. Tenth Avenue and West 33rd Street	4	5.2	11.9	E	5.2	17.9	E	5.2	17.9	E	Unmitigated
12. Ninth Avenue and West 33rd Street	3	3.5	20.5	F	3.5	22.8	F	6.5	12.3	E	Mitigated through removal of planter or street vendor
PM Peak Period											
8. Tenth Avenue and W. 33rd Street	4	5.2	18.3	F	5.2	24.5	F	5.2	24.5	F	Unmitigated
12. Ninth Avenue and West 33rd Street	3	3.5	24.4	F	3.5	27.0	F	6.5	14.5	E	Mitigated through removal of planter or street vendor
	4	9.0	15.7	E	9.0	18.5	F	9.0	18.5	F	Unmitigated
15. Eighth Avenue and West 33rd Street	7	9.0	14.6	E	9.0	16.9	E	9.0	16.9	E	Unmitigated

Table 24-23
2017 Future with the Proposed Actions:
Crosswalk Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Crosswalk Location	2017 Future without the Proposed Actions			2017 Future with the Proposed Actions			2017 Future without the Proposed Actions With Mitigation			
		Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Crosswalk Width	Circulation area per pedestrian (ft^2/p)	LOS	Result
AM Peak Period											
5. Eleventh Avenue and West 33rd Street	South	15.0	131.2	A	15.0	8.1	E	17.0	18.3	D	Mitigated through widening
7. Tenth Avenue and West 34th Street	South	16.0	15.2	D	16.0	14.7	E	16.5	19.4	D	Mitigated through widening
8. Tenth Avenue and West 33rd Street	North	15.0	17.3	D	15.0	14.7	E	16.0	15.8	D	Mitigated through widening
	South	15.0	7.4	F	15.0	4.2	F	19.0	5.8	F	Unmitigated, but widening is proposed
11. Ninth Avenue and West 34th Street	East	16.0	15.9	D	16.0	15.6	D	18.0	15.0	E	Mitigated[1]
	West	15.5	14.8	E	15.5	14.4	E	17.5	14.3	E	Mitigated[1]
15. Eighth Avenue and West 33rd Street	South	17.4	13.3	E	17.4	10.6	E	21.4	13.2	E	Mitigated through widening
24. Boulevard and West 33rd Street	West	20.0	7.4	F	20.0	5.8	F	20.0	5.8	F	Unmitigated
27. Boulevard and 33rd Street (west)	West	15.0	23.0	D	15.0	14.5	E	15.0	14.5	E	Unmitigated
Midday Peak Period											
5. Eleventh Avenue and West 33rd Street	East	15.0	21.4	D	15.0	18.9	D	20.0	20.3	D	Mitigated[1]
	South	15.0	19.5	D	15.0	10.2	E	17.0	24.8	C	Mitigated through widening
7. Tenth Avenue and West 34th Street	East	15.0	9.8	E	15.0	9.4	E	15.0	8.8	E	Unmitigated[1]
	West	17.0	12.0	E	17.0	11.3	E	17.0	10.7	E	Unmitigated[1]
9. Tenth Avenue and West 31st Street	South	12.5	15.2	D	12.5	14.3	E	13.0	15.7	D	Mitigated through widening
13. Ninth Avenue and West 31st Street	East	13.0	16.1	D	13.0	16.1	D	19.0	22.1	D	Mitigated[1]
	West	15.0	13.9	E	15.0	13.9	E	20.0	17.3	D	Mitigated[1]
19. Tenth Avenue and West 35th Street	West	13.0	16.5	D	13.0	15.6	D	13.0	14.7	E	Unmitigated[1]
25. Eleventh Avenue and 32nd Street	North	15.0	165.9	A	20.0	3.2	F	20.0	3.2	F	Unmitigated
PM Peak Period											
5. Eleventh Avenue and West 33rd Street	South	15.0	64.8	A	15.0	7.2	E	17.0	15.8	D	Mitigated through widening
7. Tenth Avenue and West 34th Street	North	15.0	11.6	E	15.0	10.6	E	15.5	11.0	E	Mitigated through widening
8. Tenth Avenue and West 33rd Street	South	15.0	4.6	F	15.0	3.4	F	19.0	4.1	F	Mitigated through widening
9. Tenth Avenue and West 31st Street	North	15.0	12.8	E	15.0	11.1	E	16.0	15.2	D	Mitigated through widening
15. Eighth Avenue and West 33rd Street	South	17.4	9.8	E	17.4	8.6	E	21.4	10.5	E	Mitigated through widening
18. Eleventh Avenue and West 35th Street	South	11.0	15.5	D	11.0	14.8	E	11.5	15.6	D	Mitigated through widening
24. Boulevard and West 33rd Street	West	20.0	9.3	E	20.0	6.3	F	20.0	6.3	F	Unmitigated
25. Eleventh Avenue and West 32nd Street	North	15.0	336.9	A	20.0	8.6	E	20.0	8.6	E	Unmitigated
Saturday Peak Period											
25. Eleventh Avenue and West 32nd Street	North	15.0	336.9	A	20.0	11.1	E	20.0	11.1	E	Unmitigated

Notes: 1. No significant adverse impact for the 2019 Future with the Proposed Actions Condition. Significant adverse impact is due to changes in traffic signal timing as part of traffic mitigation measures.

Table 24-24
2017 Future with the Proposed Actions:
Corner Conditions – Locations with Significant Adverse Impacts with Mitigation

Intersection	Corner	2017 Future without the Proposed Actions				2017 Future with the Proposed Actions				2017 Future with the Proposed Actions With Mitigation				
		Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Sidewalk		Circulation area per pedestrian (ft2/p)	LOS	Result
		Major Width	Minor Width			Major Width	Minor Width			Major Width	Minor Width			
AM Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	65.4	A	12.0	10.0	6.0	F	18.0	10.0	22.7	D	Mitigated through bulb out
	Southwest	10.7	8.8	135.2	A	12.0	10.0	12.5	E	18.0	10.0	24.8	C	Mitigated through bulb out
	Northwest	11.0	8.8	122.4	A	11.0	8.8	10.0	E	17.0	8.8	21.8	D	Mitigated through bulb out
8. Tenth Avenue and West 33rd Street	Northeast	12.0	11.0	8.6	E	12.0	11.0	5.8	F	18.0	11.0	19.0	D	Mitigated through bulb out
	Southeast	13.8	10.0	3.7	F	13.8	10.0	-2.5	F	19.8	10.0	3.8	F	Mitigated through bulb out
	Southwest	12.0	13.0	11.0	E	12.0	13.0	7.0	F	18.0	13.0	14.3	E	Mitigated through bulb out
	Northwest	12.0	10.0	12.3	E	12.0	10.0	10.1	E	18.0	10.0	19.9	D	Mitigated through bulb out
12. Ninth Avenue and West 33rd Street	Northeast	12.7	10.0	-3.4	F	12.7	10.0	-4.5	F	12.7	10.0	-4.5	F	Unmitigated
	Southeast	12.0	10.0	-10.7	F	12.0	10.0	-12.1	F	18.0	10.0	-7.7	F	Mitigated through bulb out
	Southwest	17.0	15.0	14.9	E	17.0	15.0	12.2	E	23.0	15.0	18.2	D	Mitigated through bulb
13. Ninth Avenue and West 31st Street	Northeast	12.0	10.0	12.2	E	12.0	10.0	10.2	E	18.0	10.0	28.9	C	Mitigated through bulb out
	Southwest	11.3	9.3	15.5	D	11.3	9.3	13.2	E	17.3	9.3	33.4	C	Mitigated through bulb out
15. Eighth Avenue and West 33rd Street	Southwest	12.2	10.0	7.1	F	12.2	10.0	6.1	F	18.2	10.0	13.4	E	Mitigated through bulb out
Midday Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	9.8	E	12.0	10.0	5.4	F	18.0	10.0	13.7	E	Mitigated through bulb out
	Southwest	10.7	8.8	13.8	E	12.0	10.0	7.9	F	18.0	10.0	19.5	D	Mitigated through bulb out
	Northwest	11.0	8.8	24.1	D	11.0	8.8	6.6	F	17.0	8.8	17.3	D	Mitigated through bulb out
6. Eleventh Avenue and West 30th Street	Northeast	14.5	14.5	12.9	E	14.5	14.5	10.5	E	14.5	14.5	10.5	E	Unmitigated
24. Boulevard and West 33rd Street	Southwest	19.0	13.0	9.3	E	19.0	13.0	7.9	F	19.0	13.0	7.9	F	Unmitigated
25. Eleventh Avenue and West 32nd Street	Northeast	21.5	17.0	60.7	A	21.5	17.0	12.6	E	21.5	17.0	11.2	E	Unmitigated
PM Peak Period														
5. Eleventh Avenue and West 33rd Street	Southeast	12.0	10.0	30.6	C	12.0	10.0	8.3	E	18.0	10.0	17.9	D	Mitigated through bulb out
	Southwest	10.7	8.8	55.7	B	12.0	10.0	-0.5	F	18.0	10.0	10.1	E	Unmitigated, but bulb out is proposed
	Northwest	11.0	8.8	62.3	A	11.0	8.0	5.5	F	17.0	8.8	17.0	D	Mitigated through bulb out
8. Tenth Avenue and West 33rd Street	Northeast	12.0	11.0	7.2	F	12.0	11.0	6.2	F	18.0	1.0	13.8	E	Mitigated through bulb out
	Southeast	13.8	10.0	2.2	F	13.8	10.0	0.7	F	19.8	10.0	4.6	F	Mitigated through bulb out
	Southwest	12.0	13.0	-3.4	F	12.0	13.0	-5.6	F	18.0	13.0	-1.6	F	Mitigated through bulb out
12. Ninth Avenue and West 33rd Street	Southwest	17.0	15.0	-6.1	F	17.0	15.0	-7.6	F	23.0	15.0	-3.2	F	Mitigated through bulb out
13. Ninth Avenue and West 31st Street	Southwest	11.3	9.3	12.0	E	11.3	9.3	10.3	E	17.3	9.3	26.6	C	Mitigated through bulb out
	Northwest	17.0	10.0	13.9	E	17.0	10.0	12.6	E	23.0	10.0	26.3	C	Mitigated through bulb out
15. Eight Avenue and West 33rd Street	Southeast	16.0	17.8	14.3	E	16.0	17.8	12.8	E	16.5	18.3	14.1	E	Mitigated through relocation of planters
24. Boulevard and West 33rd Street	Southwest	19.0	13.0	9.7	E	19.0	13.0	4.6	F	19.0	13.0	4.6	F	Unmitigated
Saturday Peak Period														
5. Eleventh Avenue and West 33rd Street	Northwest	11.0	8.8	44.6	B	11.0	8.8	14.9	E	17.0	8.8	35.1	C	Mitigated through bulb out
8. Tenth Avenue and West 33rd Street	Southeast	13.8	10.0	2.0	F	13.8	10.0	1.0	F	19.8	10.0	6.7	F	Mitigated through bulb out

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