14 TRANSPORTATION

14.1 Introduction

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility; public transportation facilities and services; pedestrian elements and flow; safety of roadway users (pedestrians, bicyclists, and vehicles); and public parking. The *2021 City Environmental Quality Review Technical Manual* ("*CEQR Technical Manual*") identifies minimum development densities that potentially require a transportation analysis. Future development at less than the development densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in trip levels where potentially significant adverse transportation impacts are considered unlikely. As the project-generated development would exceed the minimum development densities, a Transportation Screening Assessment was conducted pursuant to *CEQR Technical Manual* guidelines.

As described in Chapter 1 of this Environmental Impact Statement (EIS), "Project Description," the Applicant – Bally's New York Operating Company, LLC ("Bally's") seeks a series of discretionary land use actions ("the Proposed Actions") to effectuate the "Bally's Bronx" gaming and recreation facility ("the Proposed Facility") on an approximately 18-acre parcel ("the Development Site") within the existing Bally's Golf Links at Ferry Point ("the Golf Course"), an approximately 222-acre public golf course in the Bronx. The Golf Course is part of Ferry Point Park ("the Park") in the Throggs Neck neighborhood of Bronx Community District 10. The Proposed Facility would be constructed within a portion of the Golf Course that is currently used for parking, the golf clubhouse, a portion of the golf course practice area and other landscaped areas. To allow the Proposed Facility, Bally's proposes to rezone the area generally around the Development Site (the "Proposed Rezoning Area").

In connection with development of the Proposed Facility, the uninterrupted circular roadway within the Park that connects the southbound and northbound Hutchinson River Expressway service roads ("Ring Road") would be widened and improved in coordination with the New York City Department of Transportation (NYCDOT) and would be mapped

as a City Street under NYCDOT jurisdiction. Collectively, the Development Site and the improved Ring Road comprise the "Affected Area." The Proposed Facility, replacement golf clubhouse, improved Waterfront Access Roadway, and improvements to Ring Road improvements comprise the "Proposed Development."

In the With-Action Condition, the existing golf clubhouse would be demolished to develop the Proposed Facility, which would contain 5,146 gaming positions in approximately 561,320 gross-square-feet (gsf) of gaming and associated food and beverage space (approximately 76,720 gsf, as noted below); a 500-room hotel, spa, and associated meeting space; a 2,000-person capacity event space; approximately 6,100 gsf of sundry retail space; and 4,660 parking spaces in an approximately 1,941,910 gross square foot (gsf) structured parking facility. Additionally, an approximately 40,160 gsf standalone replacement clubhouse would also be constructed. The Golf Course would otherwise remain generally as currently configured and open to the public. The detailed development program for the With-Action Condition used for transportation analyses is shown in Table 14-1. Further details of the development program, including a site plan for the Development Site and sectional drawings for Ring Road are included in Chapter 1 of this EIS, "Project Description."

Table 14-1: Proposed Development Program

Condition	Gaming (positions)	Hotel (rooms)	Event Space (seats)	Restaurant (gsf)	Sundry Retail (gsf)	Parking (spaces)
With-Action	5,146	500	2,000	76,720	6,100	4,660

14.2 Principal Conclusions

Traffic

The Proposed Actions would generate approximately 680, 1,921, 2,196, 1,935, and 2,898 total vehicle trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. Traffic conditions were evaluated for these five peak hours at 15 intersections where the vehicle trips generated by the Proposed Actions would exceed the CEQR threshold for conducting detailed traffic analysis. The capacity analyses indicate that seven intersection approaches/lane groups in the study area would experience a potentially significant adverse traffic impact in at least one peak hour as a result of the Proposed Actions, summarized as follows:

- The northbound Hutchinson River Parkway Service Road left-turn at Lafayette Avenue during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Bruckner Boulevard right-turn movement at Brush Avenue during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

- The westbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday AM peak hour.
- The westbound Lafayette Avenue right-turn at Brush Avenue during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Schley Avenue approach at the southbound Hutchinson River Parkway Service Road during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

Traffic conditions of the highway network in the vicinity of the Development Site were analyzed using microscopic traffic simulation models developed through industry-standard Aimsun software. These models analyzed the effect of the Proposed Actions on the highway ramps, mainline segments and complex interchanges adjacent to the Development Site. The models provide outputs such as average speed, average density by lane, travel times along select routes, queues, and delays. Of the 61 highway segments (including basic, merge, diverge, and weave sections) analyzed, there were 15 segments identified to experience significant adverse impacts as a result of the Proposed Actions, summarized as follows:

- SB Hutchinson River Parkway, After Exit 1A during the Weekday PM, Saturday Midday and PM peak hours
- NB Hutchinson River Expressway near Bronx-Whitestone Bridge Metropolitan Transportation Authority (MTA) Building during the Weekday PM, Saturday Midday and PM peak hours
- NB Hutchinson River Expressway downstream of Bronx-Whitestone Bridge during the Weekday PM and Saturday PM peak hours
- NB Hutchinson River Parkway, From Exit 19N to on-ramp from Bruckner Boulevard during Weekday PM and Saturday Midday peak hours
- SB Cross Bronx Expressway Approaching I-695 Merge during Weekday Midday, PM and Saturday Midday peak hours
- SB Hutchinson Expressway south of Exit 18 during the Weekday Midday peak hour
- WB Bruckner Expressway Exit 6B diverge to I-678 and I-95 during the Weekday Midday peak hour
- EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Blvd during the Weekday Midday PM, Saturday Midday and PM peak hours
- WB Bruckner Expressway diverge at Exit 6B during the Weekday midday peak hour
- EB Bruckner Expressway diverge at Exit 54 during the Weekday PM peak hour
- SB I-678 Hutchinson River Expressway Merge with Ramps from CBE & Bruckner Expressway during the Saturday midday and PM peak hours
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95 during the Weekday PM, Saturday midday and PM peak hours
- NB I-95 Bruckner Expressway Merge with ramp from I-678 during the Saturday midday and PM peak hours
- NB Hutchinson River Parkway, between on-ramp from Bruckner Boulevard to Exit 1A during the Weekday PM peak hour

- SB Hutchinson River Expressway, Between On-ramp and Exit 18 during the Saturday midday and PM peak hours

Chapter 22 of this EIS, "Mitigation," discusses potential measures to mitigate these potentially significant adverse impacts to the greatest extent practicable. The feasibility of the proposed mitigation measures will be explored by Bally's in a post-construction Traffic Monitoring Plan (TMP). The TMP will be established by Bally's in coordination with the Lead Agency and in collaboration with NYCDOT, New York State Department of Transportation (NYSDOT), NYC Department of Parks and Recreation (NYC Parks), and MTA (Bridges and Tunnels [TBTA]), as discussed in more detail in Chapter 22 of this EIS, "Mitigation."

Transit

The Proposed Actions would generate approximately 54, 36, 91, 37, and 160 total bus trips; 24, 2, 30, 2, and 58 subway trips; zero, zero, zero, zero, and one total railroad trips; and zero, zero, zero, zero, and one total Citywide Ferry Service (CWFS) trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. The quantities of bus, subway, and railroad trips during the five analysis peak hours are below the CEQR Level 1 screening threshold of 200 peak hour trips and below 50 peak hour trips for CWFS. Therefore, the Proposed Actions would not result in potentially significant adverse transit impacts per CEQR Technical Manual criteria.

Pedestrians

The Proposed Actions would generate approximately three, zero, four, zero, and seven pedestrian trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. The quantities of pedestrian trips during the five analysis peak hours are below the CEQR Level 1 screening threshold of 200 peak hour pedestrian trips. Therefore, the Proposed Actions would not result in potentially significant adverse transit impacts per CEQR Technical Manual criteria.

Parking

The parking analysis evaluates the on- and off-street public parking supply and utilization within ¼-mile radius of the Development Site. In the With-Action Condition, the Proposed Actions would provide 4,660 garage parking spaces on the Development Site for use by visitors and employees of the Proposed Facility, as well as for use by members of the general public. Based on the 24-hour parking accumulation, peak parking demand for the Proposed Actions is anticipated to occur between 9:00 p.m. and 10:00 p.m. during the weekday evening period and between 9:00 p.m. and 10:00 p.m. during the Saturday evening period, when there is a demand of approximately 4,199 and 4,520 spaces for the typical weekday and Saturday conditions, respectively. In addition, the existing peak parking demand associated with the Golf Course operation of approximately 73 spaces on weekdays and Saturdays would be accommodated by the proposed on-site garage parking supply. As such, the projected peak parking demand is anticipated to be accommodated by the proposed 4,660-space parking garage on-site. The excess parking supply provided by the proposed on-site garage would also be available for use by members of the general public.

With the formalization of on-street parking along a portion of Ring Road in the With-Action Condition, the available on-street public parking along Ring Road, Schley Avenue, Brush Avenue, and the Hutchinson River Parkway Southbound Service Road within a ¼-mile radius of the Development Site would be at approximately 41, 44, 37, 60, and 92 percent utilization, with approximately 443, 420, 475, 300, and 61 available public parking spaces during the weekday morning, weekday midday, weekday evening, Saturday midday, and Saturday evening periods, respectively. Therefore, the Proposed Actions would not result in a potentially significant public parking shortfall in the study area per *CEQR Technical Manual* criteria.

Vehicular and Pedestrian Safety Evaluation

Crash data for the study area intersections were obtained from NYCDOT for the January 1, 2019 to December 31, 2019 and January 1, 2022 to December 31, 2023 periods. Based on this information, the intersections of Bruckner Boulevard and Zerega Avenue and Bruckner Boulevard and Brush Avenue are denoted as high crash locations because at least 48 reportable crashes occurred at these intersections within a consecutive 12-month period. It is important to note that currently ongoing capital improvements at the two intersections, specifically changes to the existing roadway geometry, are anticipated to promote safer turning maneuvers at the study intersections.

14.3 Transportation Screening Assessment

The *CEQR Technical Manual* describes a two-tier screening process to determine if quantified analyses of transportation conditions are warranted. The preliminary assessment begins with a trip generation analysis (Level 1 screening assessment) to estimate person and vehicle trips that would result from the Proposed Actions. Per the *CEQR Technical Manual*, a project that is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips does not warrant further quantified analyses. When these thresholds are exceeded, detailed trip assignments are performed to estimate the incremental project-generated trips at specific transportation elements and to identify potential locations for further quantitative analyses. If the trip assignments show that the Proposed Actions could generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station or in one direction along a subway route, 50 or more peak hour bus trips in one direction along a bus route, 50 or more peak hour Citywide Ferry Service (CWFS) trips at a single landing, 25 or more peak hour trips in one direction along a CWFS route, or 200 or more peak hour pedestrian trips traversing a pedestrian element (i.e., sidewalks, corners, and crosswalks), then further quantified analyses may be warranted to assess transportation conditions in the study area.

Level 1 (Trip Generation) Screening Assessment

A Level 1 screening assessment was conducted in accordance with *CEQR Technical Manual* guidelines to determine if project-generated trips in the With-Action condition would exceed *CEQR Technical Manual* screening thresholds for conducting quantified transportation analyses. To undertake this assessment, a trip generation analysis was

conducted for the weekday morning ("AM"), midday, evening ("PM"), Saturday midday, and Saturday PM peak hours ("analysis peak hours").

Trip Generation Analysis

Travel demand factors for the facility employees and the gaming facility, hotel, event space, sundry retail, and food and beverage ("restaurant") development components are summarized in Table 14-2. These factors are based on gaming facility operations information provided by Bally's, information provided by the NYCDOT and data and analyses published in the *CEQR Technical Manual*, *2012-2016 U.S. Census Bureau American Community Survey (ACS) Reverse Journey-to-Work* (*RJTW*) database, *2017 Resorts World Casino Expanded EA*, *2013 Willets Point Redevelopment FSEIS* (CEQR No. 07DME014Q), *Atlantic Yards Arena and Redevelopment Project FEIS*, and the *495 Eleventh Avenue FEIS.*

Gaming Facility

The transportation analysis utilizes daily person trip generation rates of 10.87 person-trips per gaming position for weekdays and 13.71 person-trips per gaming position for Saturdays, which were provided by NYCDOT to align with daily person trip generation rates utilized for other proposed gaming facilities in the City. Temporal distributions of 1.4% for the weekday AM peak hour, 5.8% for the weekday midday peak hour, 5.9% for the weekday PM peak hour, 4.7% for the Saturday midday peak hour, and 5.7% for the Saturday PM peak hour; and directional distributions for the analysis peak hours are utilized and are based on the analysis included in the *Resorts World Casino Expanded EA* and using additional information provided by the NYCDOT.

The transportation analysis utilizes modal splits of 79% by auto, 15% by taxi, 1% by bus, and 5% by coach bus which are based on the analysis included in the *Willets Point Redevelopment FSEIS*. Note that minor adjustments were made to the modal splits presented in the FSEIS based on information provided by the NYCDOT. Specifically, the subway, railroad, ferry, bicycle, and walk-only modal splits, and a portion of the bus modal split, were conservatively added to the auto modal split to account for the Development Site's location within the Golf Course, which is generally inaccessible via public transit service and public pedestrian infrastructure under current conditions. Furthermore, gaming visitors are not expected to extensively utilize public transit services to access the Proposed Facility based on operations information and visitation characteristics provided by Bally's. Average weekday vehicle occupancies of 2.06 persons per auto, 1.42 persons per taxi, and 19.2 persons per coach bus; and average Saturday vehicle occupancies of 2.13 persons per auto, 1.55 persons per taxi, and 27.2 persons per coach bus were obtained from the *2017 Resorts World Casino Expanded EA* with minor adjustments provided by the NYDOT. A 50% overlap was assumed for gaming visitor taxi trips due to the isolated geographical nature of Ferry Point Park, significant volume of project-generated taxi trips, presence of a proposed on-site vehicle staging area for taxis/for-hire vehicles (FHV), and operational taxi/FHV ridership overlap information provided by Bally's from a similar integrated gaming resort in their portfolio.

Facility Employees

The transportation analysis utilizes daily person trip generation rates of 1.11 person-trips per gaming position for weekdays and 1.48 person-trips per gaming position for Saturdays, which were provided by the NYCDOT to align with daily person trip generation rates utilized for other proposed gaming facilities in the City. Temporal distributions of 5.22% for the weekday AM peak hour, 0.43% for the weekday midday peak hour, 6.52%

for the weekday PM peak hour, 0.32% for the Saturday midday peak hour, and 9.55% for the Saturday PM peak hour; and directional distributions for the analysis peak hours were obtained from facility operations information provided by Bally's.

The transportation analysis utilizes modal splits of 74.3% by auto, 1.0% by taxi, 15.5% by bus, 8.0% by subway, 0.1% by railroad, 0.1% by ferry, and 1.0% by walking; and average weekday and Saturday vehicle occupancies of 1.19 persons per auto and 1.19 persons per taxi are utilized and based on information from *2012-2016 U.S. Census Bureau ACS RJTW* data for Bronx County Census Tracts 90 and 110. Note that the Development Site is located within Census Tract 110, which has a small sample size of workers. As such, data for the adjacent Census Tract 90 were incorporated into the assessment to consider a larger worker population. A 50% overlap was assumed for facility employee taxi trips because of the isolated geographical nature of Ferry Point Park, significant volume of project-generated taxi trips, presence of a proposed on-site vehicle staging area for taxis/FHVs, and operational taxi/FHV ridership overlap information provided by Bally's from a similar integrated gaming resort in their portfolio.

Hotel

The transportation analysis utilizes daily person trip generation rates of 10.9 person-trips per room for weekdays and 12.7 person-trips per room for Saturdays were obtained from the *CEQR Technical Manual*. The hotel component of the Proposed Facility is not expected to generate unique (i.e., non-gaming) trips at the Development Site because of the isolated geographical nature of Ferry Point Park and based on facility operations information provided by Bally's. However, a 90% trip linkage factor was applied to hotel trips to provide a conservative analysis, resulting in net daily person trip generation rates of approximately 1.09 person-trips per room for weekdays and 1.27 person-trips per room for Saturdays. Temporal distributions of 7.5% for the weekday AM peak hour, 6.0% for the weekday midday peak hour, 8.0% for the weekday PM peak hour, 4.0% for the Saturday midday peak hour, and 7.5% for the Saturday PM peak hour; and directional distributions for the analysis peak hours were obtained from the *CEQR Technical Manual and the Willets Point Redevelopment FSEIS*.

The transportation analysis utilizes modal splits of 69% by auto and 31% by taxi that were provided by the New York City Department of Transportation. Note that the subway, bus, railroad, ferry, bicycle, and walk-only modal splits were conservatively added to the auto modal split to account for the Development Site's location within the Golf Course, which is generally inaccessible via public transit service and public pedestrian infrastructure under current conditions. Average weekday and Saturday vehicle occupancies of 1.6 persons per auto and 1.4 persons per taxi were obtained from the *Willets Point Redevelopment Plan FSEIS* and facility operations information provided by Bally's. A 50% overlap was assumed for hotel taxi trips due to the isolated geographical nature of Ferry Point Park, significant volume of project-generated taxi trips, presence of a proposed on-site vehicle staging area for taxis/FHVs, and operational taxi/FHV ridership overlap information provided by Bally's from a similar integrated gaming resort in their portfolio.

For truck deliveries, daily trip generation rates of 0.24 trips per room for weekdays and 0.08 trips per room for Saturdays were obtained from the *Willets Point Redevelopment FSEIS*. Temporal and directional distribution factors for truck deliveries were obtained from the *Willets Point Redevelopment FSEIS* and the *CEQR Technical Manual*, respectively.

Event Space

A daily person trip generation rate of 2 person-trips per seat for weekdays and Saturdays was obtained from the *Atlantic Yards Arena and Redevelopment Project FEIS*. The event space component of the Proposed Facility is not expected to generate unique (i.e., non-gaming) trips at the Development Site due to the isolated geographical nature of Ferry Point Park and based on facility operations and event marketing information provided by Bally's. However, a 25% trip linkage factor was applied to event space trips to provide a conservative analysis, resulting in net daily person trip generation rates of approximately 0.1.5 person-trips per seat for weekdays and Saturdays. Temporal distributions of 0.0% for the weekday AM peak hour, 0.0% for the weekday midday peak hour, 0.0% for the weekday PM peak hour, 0.0% for the Saturday midday peak hour, and 22.5% percent for the Saturday PM peak hour; and directional distributions for the analysis peak hours were obtained from the *495 Eleventh Avenue FEIS.*

The transportation analysis utilizes modal splits of 79% by auto, 15% by taxi, 1% by bus, and 5% by coach bus that were obtained from the *Willets Point Redevelopment FSEIS* and facility operations information provided by Bally's. Minor adjustments were made to the modal splits presented in the FSEIS based on information provided by the NYCDOT. Additionally, the subway, railroad, ferry, bicycle, and walk-only modal splits, and a portion of the bus modal split, were conservatively added to the auto modal split to account for the Development Site's location within the Golf Course, which is generally inaccessible via public transit service and public pedestrian infrastructure under current conditions. Furthermore, event patrons are not expected to extensively utilize public transit services to access the Proposed Facility based on operations information and visitation characteristics provided by Bally's. Average weekday vehicle occupancies of 2.75 persons per auto, 2.75 persons per taxi, and 19.2 persons per coach bus; and average Saturday vehicle occupancies of 3 persons per auto, 3 persons per taxi, and 19.2 persons per coach bus were obtained from the *2017 Resorts World Casino Expanded EA* and facility operations information provided by Bally's. A 50% overlap was assumed for event patron taxi trips due to the isolated geographical nature of Ferry Point Park, significant volume of project-generated taxi trips, presence of a proposed on-site vehicle staging area for taxis/FHVs, and operational taxi/FHV ridership overlap information provided by Bally's from a similar integrated gaming resort in their portfolio.

For truck deliveries, daily trip generation rates of 0.02 trips per seat for weekdays and 0.00 trips per seat for Saturdays were obtained from the *Willets Point Redevelopment FSEIS*. Temporal and directional distribution factors for truck deliveries were obtained from the *Willets Point Redevelopment FSEIS* and the *CEQR Technical Manual*, respectively.

Restaurant

The transportation analysis utilizes daily person trip generation rates of 246 person-trips per 1,000 gsf for weekdays and 358 person-trips per 1,000 gsf for Saturdays that were obtained from the *CEQR Technical Manual*. The restaurant component of the Proposed Facility is not expected to generate unique (i.e., non-gaming) trips at the Development Site because of the isolated geographical nature of Ferry Point Park and based on facility operations information provided by Bally's. However, a 90% trip linkage factor was applied to restaurant trips to provide a conservative analysis, resulting in net daily person trip generation rates of approximately 24.6 person-trips per 1,000 gsf for weekdays and approximately 35.8 person-trips per 1,000 gsf for Saturdays. Temporal distributions of 1.0% for the weekday AM peak hour, 10.8% for the weekday midday peak hour, 10.6% for the weekday PM peak hour, 8.4% for the Saturday midday peak hour, and 7.9% for the

Saturday PM peak hour; and directional distributions for the analysis peak hours were obtained from the *CEQR Technical Manual*.

The transportation analysis utilizes modal splits of 85% by auto and 15% by taxi that were obtained from the *Willets Point Redevelopment FSEIS,* adjusted based on information provided by the NYCDOT. The subway, bus, railroad, ferry, bicycle, and walk-only modal splits were conservatively added to the auto modal split to account for the Development Site's location within the Golf Course, which is generally inaccessible via public transit service and public pedestrian infrastructure under current conditions. Average weekday and Saturday vehicle occupancies of 2.06 persons per auto and 1.42 persons per taxi were obtained from facility operations information provided by Bally's. A 50% overlap was assumed for restaurant patron taxi trips due to the isolated geographical nature of Ferry Point Park, significant volume of project-generated taxi trips, presence of a proposed on-site vehicle staging area for taxis/FHVs, and operational taxi/FHV ridership overlap information provided by Bally's from a similar integrated gaming resort in their portfolio.

For truck deliveries, daily trip generation rates of 0.35 trips per 1,000 gsf for weekdays and 0.04 trips per 1,000 gsf for Saturdays were obtained from the *Willets Point Redevelopment FSEIS*. Temporal and directional distribution factors for truck deliveries were obtained from the *CEQR Technical Manual*.

Sundry Retail

The transportation analysis utilizes daily person trip generation rates of 329 person-trips per 1,000 gsf for weekdays and 358 person-trips per 1,000 gsf for Saturdays that were obtained from the *CEQR Technical Manual*. Note that the sundry retail component of the Proposed Facility is not expected to generate unique trips at the Development Site because of the isolated geographical nature of Ferry Point Park and since the proposed sundry retail would sell small incidental items for visitors at the Proposed Facility. As such, a 100% trip linkage factor was applied to sundry retail trips, resulting in net daily person trip generation rates of 0.00 person-trips per 1,000 gsf for weekdays and Saturdays.

For truck deliveries, daily trip generation rates of 0.35 trips per 1,000 gsf for weekdays and 0.04 trips per 1,000 gsf for Saturdays were obtained from the *Willets Point Redevelopment FSEIS*. Temporal and directional distribution factors for truck deliveries were obtained from the *CEQR Technical Manual*.

Trips Generated by the Proposed Facility

Trip generation estimates for the Proposed Facility are summarized in Table 14-3. Based on this summary, the Proposed Facility would generate approximately 1,141, 3,505, 3,916, 3,723, and 5,590 total person-trips; and approximately 680, 1,921, 2,196, 1,935, and 2,898 total vehicle trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively.

Table 14-2: Transportation Planning Assumptions

Land Use		Gaming Facility (Visitors)		Gaming Facility (Employees)		Hotel		Event Space		Restaurant		Sundry Retail	
Development Program	Size	5,146		5,146		500		2,000		76,720		6,100	
	Unit	Positions		Positions		Rooms		Seats		GSF		GSF	
Total Daily Person Trip Rate		(1)		(1)		(6)		(7)		(6)		(6)	
	Weekday	10.87		1.11		10.9		2.0		246		329	
	Saturday	13.71		1.48		12.7		2.0		358		358	
	Unit	per position		per position		per room		per seat		per 1,000 gsf		per 1,000 gsf	
Linked Trips		-		-		90%		25%		90%		100%	
Net Daily Person Trip Rate	Weekday	10.87		1.11		1.09		1.50		24.60		0.00	
	Saturday	13.71		1.48		1.27		1.50		35.80		0.00	
	Unit	per position		per position		per room		per seat		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution		(2)		(5)		(3) (6) (9)		(10)		(6) (10)			
	Weekday AM	1.4%		5.22%		7.50%		0.00%		1.00%		-	
	Weekday MD	5.8%		0.43%		6.00%		0.00%		10.80%			
	Weekday PM	5.9%		6.52%		8.00%		0.00%		10.60%			
	Saturday MD	4.7%		0.32%		4.00%		0.00%		13.00%			
	Saturday PM	5.7%		9.55%		7.50%		22.50%		4.30%			
Directional Distribution		(2)		(5)		(3) (6) (9)		(10)		(6) (10)			
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
	Weekday AM	73.0%	27.0%	100.0%	0.0%	31.0%	69.0%	50.0%	50.0%	64.0%	36.0%	-	
	Weekday MD	56.0%	44.0%	100.0%	0.0%	36.0%	64.0%	50.0%	50.0%	62.0%	38.0%		
	Weekday PM	47.0%	53.0%	100.0%	0.0%	52.0%	48.0%	50.0%	50.0%	53.0%	47.0%		
	Saturday MD	59.0%	41.0%	100.0%	0.0%	29.0%	71.0%	50.0%	50.0%	50.0%	50.0%		
	Saturday PM	53.0%	47.0%	100.0%	0.0%	50.0%	50.0%	100.0%	0.0%	100.0%	0.0%		
Modal Split		(3) (4)		(8)		(6)		(3) (4)		(4)			
		Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday		
	Auto	79.0%	79.0%	74.3%	74.3%	69.0%	69.0%	79.0%	79.0%	85.0%	85.0%		
	Taxi	15.0%	15.0%	1.0%	1.0%	31.0%	31.0%	15.0%	15.0%	15.0%	15.0%		
	Bus	1.0%	1.0%	15.5%	15.5%	0.0%	0.0%	1.0%	1.0%	0.0%	0.0%		
	Subway	0.0%	0.0%	8.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	Railroad	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
	Ferry	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	Coach Bus	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%		
	Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	Walk	0.0%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**		
Average Vehicle Occupancy		(2)		(8)		(3) (5)		(2) (3)		(5)			
		Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday		
	Auto	2.06	2.13	1.19	1.19	1.60	1.60	2.75	3.00	2.06	2.06	-	
	Taxi	1.42	1.55	1.19	1.19	1.40	1.40	2.75	3.00	1.42	1.42		
	Coach Bus	19.20	27.20	-	-	-	-	19.20	19.20	-	-		
Daily Truck Trip Rate		(1)		(1)		(3)		(3)		(3)		(3)	
	Weekday	0.00		0.00		0.24		0.02		0.35		0.35	
	Saturday	0.00		0.00		0.08		0.00		0.04		0.04	
	Unit	per position		per position		per room		per seat		per 1,000 gsf		per 1,000 gsf	
Truck Temporal Distribution		(1)		(1)		(3)		(3)		(6)		(6)	
	Weekday AM	0.0%		0.0%		12.0%		12.0%		8.0%		8.0%	
	Weekday MD	0.0%		0.0%		9.0%		11.0%		11.0%		11.0%	
	Weekday PM	0.0%		0.0%		0.0%		1.0%		2.0%		2.0%	
	Saturday MD	0.0%		0.0%		8.0%		0.0%		11.0%		11.0%	
	Saturday PM	0.0%		0.0%		0.0%		1.0%		1.0%		1.0%	
Truck Directional Distribution		(1)		(1)		(6)		(6)		(6)		(6)	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	Weekday AM	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
	Weekday MD	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
	Weekday PM	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
	Saturday MD	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
	Saturday PM	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%

Notes:

1. Travel Demand Factors provided by NYCDOT.
2. 2017 Resorts World Casino Expanded EA with adjustments provided by NYCDOT. Temporal distributions of gaming facility visitors correspond to existing peak hour(s) traffic volumes.
3. 2013 Willets Point Redevelopment FSEIS (CEQR No. 07DME014Q).
4. Gaming Facility Visitor and Restaurant modal splits obtained from the 2013 Willets Point Redevelopment FSEIS, adjusted based on information provided by NYCDOT.
5. Information provided by Bally's.
6. 2021 CEQR Technical Manual.
7. Atlantic Yards Arena and Redevelopment Project FEIS.
8. 2012-2016 U.S. Census Bureau ACS RJTW data for Bronx County Census Tracts 90 and 110.
9. Temporal and directional distributions for Saturday peak hours obtained from 24-hour trip distributions presented in the 2013 Willets Point Redevelopment FSEIS for the hotel land use to align with the observed peak hours of background traffic volumes in the study.

10. Temporal and directional distributions for Saturday peak hours were obtained from 24-hour trip distributions presented in the 495 Eleventh Avenue FEIS for restaurant use to align with the observed peak hours of background traffic volumes in the study.
11. Hotel modal split percentages were obtained from the 2022 land use survey provided by the New York City Department of Transportation, adjusted based on anticipated travel behavior to/from the subject site.

Table 14-3: Transportation Demand Forecast – Project-Generated Trips

Land Use		Gaming Facility (Visitors)			Gaming Facility (Employees)			Hotel			Event Space			Restaurant			Sundry Retail			TOTAL		
Daily Person Trips	Weekday	35,927			5,712			545			2,000			1,667			0					
	Saturday	70,550			7,416			425			2,000			2,747			0					
Peak Hour Person Trips	Weekday AM	782			290			41			0			19			0					
	Weekday MD	2,044			33			33			0			204			0					
	Weekday PM	2,200			270			44			0			200			0					
	Saturday MD	2,316			34			35			0			257			0					
	Saturday PM	4,021			727			48			675			118			0					
Person Trips		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Weekday AM	Auto	451	167	619	222	0	222	9	19	28	0	0	0	10	6	16	0	0	0	692	192	884
	Taxi	86	32	117	2	0	2	4	9	12	0	0	0	2	1	3	0	0	0	94	41	124
	Bus	6	2	8	46	0	46	0	0	0	0	0	0	0	0	0	0	0	0	52	2	54
	Subway	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24	0	24
	Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Coach Bus	29	11	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	11	39
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
	Total	572	211	783	298	0	298	13	28	41	0	0	0	12	7	19	0	0	0	895	246	1,141
Weekday MD	Auto	1,425	1,128	2,553	18	0	18	8	14	22	0	0	0	107	66	172	0	0	0	1,549	1,208	2,777
	Taxi	272	214	487	0	0	0	4	6	10	0	0	0	19	12	31	0	0	0	295	232	528
	Bus	10	14	25	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22	14	36
	Subway	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
	Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Coach Bus	91	71	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	71	162
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1,817	1,428	3,244	25	0	25	12	21	33	0	0	0	126	77	204	0	0	0	1,980	1,526	3,505
Weekday PM	Auto	1,055	1,202	2,607	277	0	277	16	14	30	0	0	0	90	80	170	0	0	0	1,438	1,476	2,864
	Taxi	223	265	495	4	0	4	7	6	14	0	0	0	16	14	30	0	0	0	259	283	542
	Bus	14	17	32	58	0	58	0	0	0	0	0	0	0	0	0	0	0	0	72	17	91
	Subway	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20
	Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Coach Bus	79	87	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	87	165
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
	Total	1,551	1,749	3,300	372	0	372	23	21	44	0	0	0	106	94	200	0	0	0	2,052	1,864	3,916
Saturday MD	Auto	1,546	1,074	2,620	18	0	18	4	10	14	0	0	0	152	150	302	0	0	0	1,720	1,234	2,954
	Taxi	292	204	497	0	0	0	3	8	11	0	0	0	27	27	54	0	0	0	324	238	562
	Bus	20	14	33	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	23	14	37
	Subway	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
	Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Coach Bus	98	68	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	68	166
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1,956	1,360	3,316	24	0	24	7	18	25	0	0	0	179	179	357	0	0	0	2,167	1,556	3,723
Saturday PM	Auto	1,684	1,493	3,177	540	0	540	14	14	27	522	0	522	100	0	100	0	0	0	2,871	1,507	4,378
	Taxi	320	284	602	7	0	7	10	10	20	101	0	101	18	0	18	0	0	0	456	294	750
	Bus	21	19	40	112	0	112	0	0	0	7	0	7	0	0	0	0	0	0	141	19	160
	Subway	0	0	0	58	0	58	0	0	0	0	0	0	0	0	0	0	0	0	58	0	58
	Railroad	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Ferry	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Coach Bus	107	93	200	0	0	0	0	0	0	24	0	24	0	0	0	0	0	0	140	93	233
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7
	Total	2,131	1,890	4,021	727	0	727	24	24	48	675	0	675	118	0	118	0	0	0	3,676	1,914	5,590
Vehicle Trips		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Weekday AM	Auto	219	81	300	184	0	184	5	12	18	0	0	0	5	3	8	0	0	0	416	96	512
	Taxi	60	22	82	2	0	2	2	6	9	0	0	0	1	1	2	0	0	0	67	29	96
	Taxi Balanced[1]	60	60	121	2	2	5	8	8	15	0	0	0	1	1	2	0	0	0	72	72	144
	Coach Bus	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
	Truck	0	0	0	0	0	0	7	7	14	2	2	5	1	1	2	0	0	0	11	11	22
	Total	282	142	424	189	3	191	20	27	47	2	2	5	7	5	13	0	0	0	501	180	680
Weekday MD	Auto	697	547	1,244	15	0	15	5	9	14	0	0	0	32	22	54	0	0	0	749	588	1,338
	Taxi	192	131	242	0	0	0	2	5	7	0	0	0	12	8	20	0	0	0	206	144	270
	Taxi Balanced[1]	247	247	494	0	0	0	6	6	12	0	0	0	15	15	30	0	0	0	268	268	536
	Coach Bus	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7
	Truck	0	0	0	0	0	0	3	3	11	1	1	4	1	1	2	0	0	0	9	9	18
	Total	949	798	1,747	16	0	16	16	20	37	2	2	4	68	48	117	0	0	0	1,051	869	1,921
Weekday PM	Auto	395	671	1,066	222	0	222	10	9	19	0	0	0	44	29	82	0	0	0	681	719	1,400
	Taxi	164	185	249	2	0	2	5	5	10	0	0	0	11	10	21	0	0	0	182	199	283
	Taxi Balanced[1]	267	267	522	2	2	6	7	7	14	0	0	0	16	16	32	0	0	0	292	292	584
	Coach Bus	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	Total	867	942	1,809	236	3	239	17	16	33	0	0	0	60	55	114	0	0	0	1,179	1,017	2,196
Saturday MD	Auto	726	504	1,230	15	0	15	2	6	9	0	0	0	74	74	147	0	0	0	817	584	1,401
	Taxi	189	125	201	0	0	0	2	6	8	0	0	0	19	19	38	0	0	0	211	156	267
	Taxi Balanced[1]	224	224	432	0	0	0	7	7	12	0	0	0	28	28	57	0	0	0	261	261	523
	Coach Bus	4	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	7
	Truck	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	2	2	4
	Total	956	733	1,689	15	0	16	11	15	26	0	0	0	102	102	204	0	0	0	1,084	851	1,935
Saturday PM	Auto	791	701	1,492	454	0	454	8	8	17	170	0	170	49	0	49	0	0	0	1,480	709	2,189
	Taxi	204	182	289	6	0	6	7	7	15	24	0	24	12	0	12	0	0	0	266	190	456
	Taxi Balanced[1]	286	286	572	6	6	12	11	11	22	24	24	48	12	12	25	0	0	0	349	349	699
	Coach Bus	4	4	8	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6	4	10
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1,081	991	2,072	460	6	466	19	19	39	214	34	247	61	12	74	0	0	0	1,835	1,063	2,898

Notes:

1. Assumed a 50% taxi overlap.
2. In and Out volumes may not sum to Total due to rounding.

Traffic

Table 14-3 shows the Proposed Facility would generate approximately 680, 1,921, 2,196, 1,935, and 2,898 total vehicle trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively.

The project-generated vehicle trips during these analysis peak hours would exceed the CEQR Level 1 trip generation threshold (50 peak hour vehicle trip-ends). Therefore, a Level 2 screening assessment for project-generated vehicle trips was conducted for the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours.

Transit

The Development Site is not currently directly served by MTA/New York City Transit (NYCT) subway or bus service, railroad service, or the CWFS. However, Bally's is engaged in ongoing discussions with the MTA/NYCT to modify existing bus routes currently servicing the surrounding area to provide service to the Development Site. In addition, Bally's is also working with the NYCDOT and the MTA to identify locations for new bus stops along the Ring Road adjacent to the Development Site. In addition, the Park is currently serviced by the CWFS at the existing Throgs Neck/Ferry Point Park CWFS landing. As such, the travel demand factors utilized to calculate the Proposed Facility's trip generation projections include a transit mode share to account for the anticipated expansion of MTA/NYCT bus service to the Development Site and the nearby existing CWFS Throgs Neck/Ferry Point Park CWFS landing. Table 14-3 shows the Proposed Facility would generate approximately 54, 36, 91, 37, and 160 total bus trips; 24, 2, 30, 2, and 58 subway trips; zero, zero, zero, zero, and one total railroad trips; and zero, zero, zero, zero, and one total CWFS trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. The nearest subway station is located more than two miles from the Development Site, and as such, it was conservatively assumed that project-generated subway and railroad trips would also utilize bus service to access the Proposed Facility. The total project-generated transit trips would not exceed the CEQR Level 1 threshold of 200 peak hour transit trips during the weekday AM, midday, PM, and Saturday midday peak hours. As such, further detailed analysis of transit conditions is not warranted during the weekday AM, midday, PM, and Saturday midday peak hours, and the Proposed Facility would not result in a potentially significant adverse transit impact during such hours. Note that the Proposed Facility would generate 218 total person-trips by bus (including subway and railroad trips) during the Saturday PM peak hour and would exceed the CEQR Level 1 threshold of 200 peak-hour transit trips. As such, a Level 2 assessment for project-generated bus trips was conducted for the Saturday PM peak hour.

Pedestrians

The Development Site is generally inaccessible via public pedestrian infrastructure. Table 14-3 shows the Proposed Facility is expected to generate three, zero, four, zero, and seven pedestrian trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively; and therefore, would not exceed the CEQR Level 1 threshold of 200 peak hour pedestrian trips during the analysis peak hours. As such, further detailed analysis of pedestrian conditions is not warranted, and the Proposed Facility would not result in a potentially significant adverse pedestrian impact.

Level 2 (Project-Generated Trip Assignment) Screening Assessment

A Level 2 screening assessment assigns project-generated trips to the study area street network, pedestrian elements, and transit facilities, and identifies locations where the increase in demand may potentially exceed *CEQR Technical Manual* screening thresholds. If these screening thresholds are exceeded, quantitative analyses are warranted to analyze the effects of the Proposed Actions.

Traffic

Multiple routes from nearby major arterial and collector roads are available to access and egress the Development Site. For the Level 2 screening assessment, project-generated vehicle trips were assigned through highway segments, ramps, and intersections in the study area based on the *CEQR Technical Manual* guidelines, prevailing travel patterns, and the existing roadway configuration. The assignment of auto, taxi, and delivery trips generated by the Proposed Facility are as follows:

Visitor Autos and Taxis – Gaming Facility Visitors, Hotel, Event Space, and Restaurant

Visitor auto and taxi trips were assigned to enter and exit the Development Site via the site access intersection along Ring Road. These project-generated visitor auto and taxi trips were assigned based on origin/destination (O/D) data obtained from Bally's and direct routes to/from the site, summarized as follows:

- 31% to/from west of the Development Site via Interstate 278 (I-278) and Interstate 95 (I-95).
- 30% to/from north of the Development Site via the Hutchinson River Parkway (Interstate 678 (I-678)) and I-95.
- 15% to/from south and east of the Development Site via Interstate 295 (I-295) and Local Streets (Throggs Neck Bridge).
- 24% to/from south of the Development Site via I-678 (Whitestone Bridge).

Employee Autos and Taxis - Gaming Facility Employees

Employee auto and taxi trips were assigned to enter and exit the Development Site via the site access intersection along Ring Road. These project-generated employee auto and taxi trips were assigned based on O/D data obtained from the *U.S. Census Bureau RJTW* database and direct routes to/from the site. Bally's anticipates that a significant portion of facility employees would be Bronx residents.

The auto and taxi trips generated by project-generated employees who reside in the Bronx were routed into and out of the site via the proposed driveway along Ring Road. These project-generated vehicle trips were assigned as follows:

- 78.3% to/from west of the Development Site via I-278 and I-95.
- 16.4% to/from north of the Development Site via the Hutchinson River Parkway (I-678) and I-95.
- 5.3% to/from east of the Development Site via local streets.

The auto and taxi trips generated by project-generated employees who reside outside of the Bronx were also routed into and out of the site via the proposed driveway along Ring Road. These project-generated vehicle trips were assigned as follows:

- 26.5% to/from west of the Development Site via I-278 and I-95.
- 21.3% to/from north of the Development Site via the Hutchinson River Parkway (I-678) and I-95.
- 10.1% to/from south and east of the Development Site via I-295 (Throggs Neck Bridge).
- 42.1% to/from south of the Development Site via I-678 (Whitestone Bridge).

Deliveries

Delivery trips to/from the Proposed Facility were assigned to the Development Site access intersection using NYCDOT-designated truck routes via the Hutchinson River Expressway (I-678), Lafayette Avenue, the northbound and southbound Hutchinson River Parkway Service Roads, and Ring Road.

Study Area

Using these distribution patterns, the project-generated peak hour vehicle trips were assigned to the study area intersections for the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours (see Appendix I – Figures I-21 through I-30).

Based on these assignments, the following 15 intersections could experience 50 or more peak hour vehicle trips during at least one of the five analysis peak hours and were selected for detailed traffic analysis (see Figure 14-1).

1. Ring Road and the Bally's Links Golf Course Driveway;
2. Northbound (NB) Hutchinson River Parkway Service Road and Lafayette Avenue;
3. Southbound (SB) Hutchinson River Parkway Service Road and Lafayette Avenue;
4. SB Hutchinson River Parkway Service Road and Schley Avenue
5. NB Cross Bronx Expressway Extension and Randall Avenue;
6. SB Cross Bronx Expressway Extension and Randall Avenue;
7. NB Cross Bronx Expressway Extension and Lafayette Avenue;
8. SB Cross Bronx Expressway Extension and Lafayette Avenue;
9. Eastbound (EB) Bruckner Boulevard and Zerega Avenue;
10. Bruckner Boulevard and Brush Avenue;
11. Brush Avenue and Lafayette Avenue;
12. Brush Avenue and Wenner Place;
13. Brush Avenue and Rohr Place;
14. Brush Avenue and Senger Place; and,
15. Brush Avenue and the Home Depot Driveway.

Additionally, multiple highway and ramp segments along the Hutchinson River Parkway, Hutchinson River Expressway, Cross Bronx Expressway, and Bruckner Expressway were selected for analyses. These segments are detailed in Table 14-4, and presented in Figure 14-2.

Table 14-4: Highway Segments Analyzed

ID	Mainline	Direction	Name	Type
1	I-95	WB	Cross Bronx Expy, Before Exit 5A	Basic
2	I-678	NB	Hutchinson River Expy, 19N Off-ramp diverge to CBE and Bruckner Expy	Diverge
3	I-95	WB	Bruckner Expy Exit 6B diverge to I-678 and I-95	Diverge
4	I-95	EB	Cross Bronx Expy, Between Zerega Ave and I-678	Basic
5	I-95	WB	I-95 Merge with I-678 NB	Merge
6	I-278	WB	I-295 CBE Merge with I-678 NB	Merge
7	I-278	WB	I-278 Bruckner Expy Merge with I-295 CBE	Merge
8	I-678	SB	Bronx-Whitestone Bridge	Basic
9	I-278	WB	Bruckner Expy, Between Huntington Ave and Zerega Ave	Basic
10	I-278	EB	Bruckner Expy Exit 54 diverge to I-678 and Bruckner Blvd	Diverge
11	I-678	WB	I-678 NB Exit 19W to I-95	Basic
12	I-95	WB	From Bruckner Expy Exit 6A to Cross Bronx Expy	Basic
13	I-278	EB	Bruckner Expy, Exit 54 diverge to I-678 and I-295 SB	Diverge
14	I-278	EB	Bruckner Expy from Exit 54 to ramp from Cross Bronx Expy	Basic
15	I-678	NB	Hutchinson River Pkwy, From Exit 19N to On-ramp from Bruckner Blvd	Basic
16	I-295	SB	Cross Bronx Expy, From the merge crossing over I-678 to Exit 11	Weaving
17	I-278	EB	Bruckner Expy from Exit 54 to Brush Ave	Basic
18	I-95	NB	I-95, Crossing over Brush Ave (downstream of Exit 6A)	Basic
19	I-95	NB	I-95, Crossing over Brush Ave (downstream of Exit 19W)	Basic
20	I-678	SB	I-678 Hutchinson River Expy Merge with Ramps from CBE & Bruckner Expy	Merge
21	I-295	NW	Cross Bronx Expy, Between On-ramp from Randall ave and Exit 12	Weaving
22	I-295	NB	Cross Bronx Expy downstream of Exit 12	Basic
23	I-295	NB	Cross Bronx Expy over Brush Ave and Zerega Ave	Basic
24	I-678	NB	Hutchinson River Pkwy, Between On-ramp from Bruckner Blvd to Exit 1A	Weaving
25	I-678	SB	Hutchinson River Pkwy, After Exit 1A	Basic
26	I-95	EB	Bruckner Expy Merge with ramp from I-678	Merge
27	I-678	SB	Hutchinson River Expy, Between On-ramp and Exit 18	Weaving
28	I-678	NB	I-678 Diverge to Hutchinson River Parkway and Exit 19N	Diverge
29	I-678	NB	Hutch NB between Exit 19N and Exit 19W	Basic
30	I-678	NB	Hutchinson River Pkwy downstream of Exit 1A	Basic
31	HRP	NB	Hutchinson River Pkwy upstream of DD/Gas station Exit	Basic
32	I-278	WB	Bruckner Expy Approaching Exit 53	Basic
33	I-95	EB	I-95 Exit 6A diverge to Cross Bronx Expy and Bruckner Expy	Diverge
34	HRP	SB	Hutchinson River Pkwy Diverge at Exit 1A	Diverge
35	I-678	WB	Hutchinson River Expy, 19N Off-ramp diverge to CBE NB and Bruckner Expy WB	Diverge
36	I-295	NB	Cross Bronx Expy downstream of Exit 11	Basic
37	I-95	WB	Cross Bronx Expy Merge with I-95	Merge
38	I-95	SB	I-95 diverge at Exit 6A	Diverge
39	I-295	SB	Cross Bronx Expy Approaching I-695 Merge	Basic
40	I-95	NB	Bruckner Exp Approaching I-695 Merge	Basic
41	I-95	SB	Bruckner Expy diverge at Exit 6B	Diverge
42	I-295	NB	Cross Bronx Expy diverge at Exit 11	Diverge
43	I-295	SB	Cross Bronx Expy downstream of Exit 11	Basic
44	I-678	NB	Hutchinson River Expy NB near Bronx-Whitestone Bridge MTA Building	Basic
45	I-678	NB	Hutchinson River Expy, Between On-ramp and Exit 18	Weaving
46	I-295	WB	Cross Bronx Expy to Bruckner Expy	Basic
47	I-678	SB	I-678 Hutchinson River Expy Merge with Ramp from I-95	Merge
48	I-95	EB	Cross Bronx Expy to Bruckner Expy	Basic
49	I-678	SB	Hutchinson River Expy SB near Bronx-Whitestone Bridge MTA Building	Basic
50	I-678	NB	Hutchinson River Expy downstream of Whitestone Bridge	Basic
51	I-678	SB	Hutchinson River Expy SB downstream of Exit 18	Basic
52	I-295	SB	Cross Bronx Expy between Dewey Ave and Sampson Ave	Basic
53	I-278	EB	Bruckner Expy diverge at Exit 54	Diverge
54	I-95	SB	Bruckner Expy downstream of Exit 7A	Basic
55	I-95	NB	I-95 Bruckner Expy Merge with ramp from I-678	Merge
56	I-295	SE	I-295 Cross Bronx Expy Merge with ramp from Randall Ave	Merge
57	I-295	NB	Cross Bronx Expy downstream of Exit 10	Basic
58	I-95	NB	Cross Bronx Expy at Castle Hill Ave	Basic
59	I-278	WB	Bruckner Expy at Castle Hill Ave	Basic
60	I-278	WB	I-278 Bruckner Expy Merge with Bruckner Blvd	Merge

ID	Mainline	Direction	Name	Type
61	HRP	NB	Hutchinson River Pkwy Merge with on-ramp from Bruckner Blvd	Merge

Vision Zero Assessment – High Crash Locations

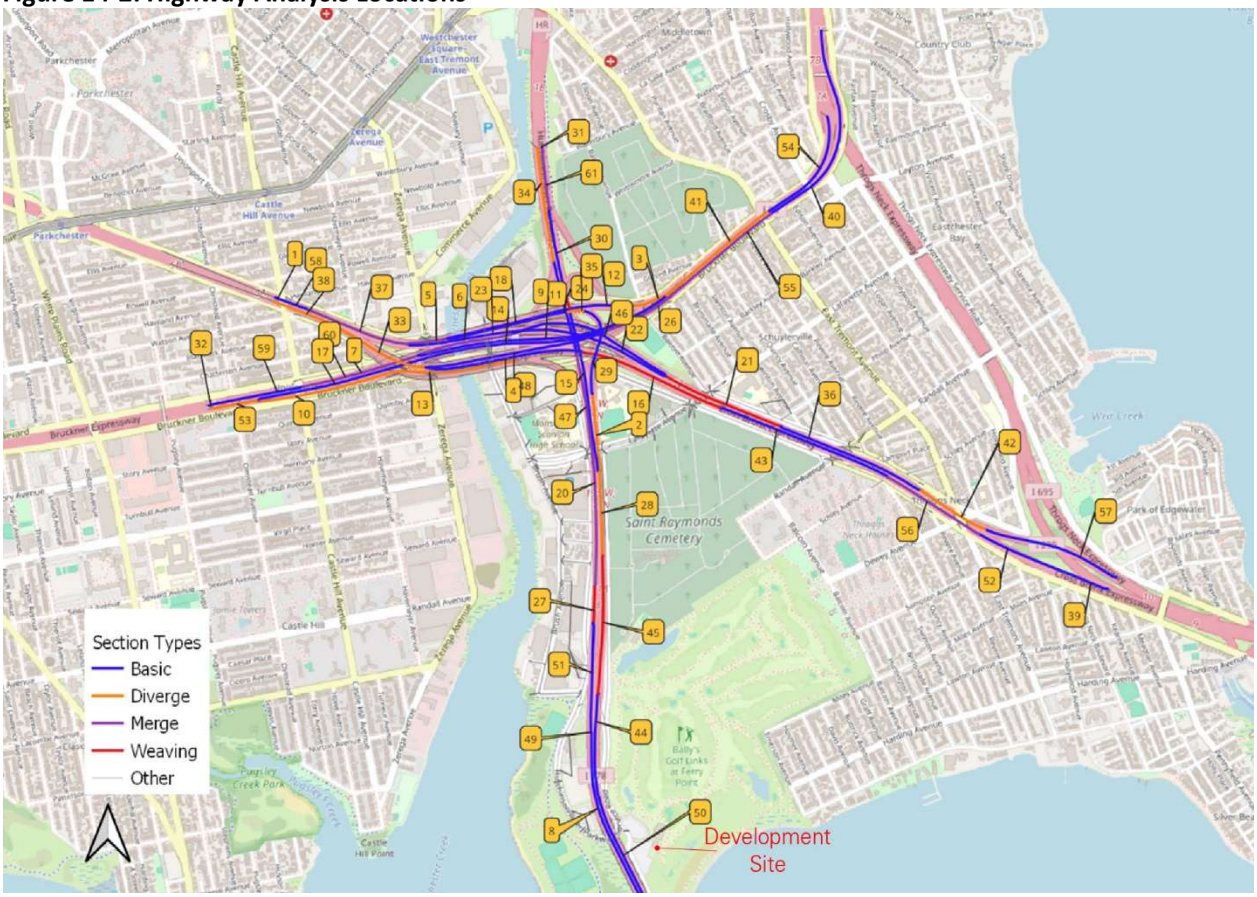
A high-crash location is defined by the *CEQR Technical Manual* as a Vision Zero priority intersection, or a location with five or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available. In addition, any location along a Vision Zero Priority Corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high-crash location.

Based on a review of the NYC "Vision Zero View" website, which includes the most current data available, no Vision Zero priority intersections or high crash locations have been identified within the study area.

Figure 14-1: Detailed Traffic Analysis Locations



Figure 14-2: Highway Analysis Locations



Transit

Bally's is engaged in ongoing discussions with the MTA/NYCT to provide transit service to the Development Site. Bally's is also working with the NYCDOT and MTA to identify locations for new bus stops along Ring Road. The existing Bx22, Bx40, Bx42, Q44-SBS, and Q50 MTA/NYCT bus routes currently serve areas near the Development Site. While specific route changes have not yet been finalized with the MTA/NYCT, multiple of these existing bus routes may be extended to serve the Development Site. The Proposed Facility would generate 218 total person-trips by bus (including connecting subway and railroad trips) during the Saturday PM peak hour, the worst-case peak hour. Considering the likely multitude of available bus routes servicing the Development Site in the future, project-generated bus trips would not exceed the CEQR Level 2 threshold of 50 or more bus trips in a single direction on a single route during the Saturday PM peak hour. As such, further detailed analysis of transit conditions during such hour is not warranted, and the Proposed Facility is not expected to result in a significant adverse transit impact.

14.4 Methodology

Traffic

The traffic capacity analyses are based on methodologies presented in the *2000 Highway Capacity Manual (HCM)* using the *Synchro* traffic modeling software. The HCM

methodology produces a volume-to-capacity (v/c) ratio for each signalized intersection approach. The v/c ratio represents the ratio of traffic volume on an approach to the approach's carrying capacity. A v/c ratio of less than 0.90 is generally considered indicative of non-congested conditions in dense urban areas; when higher than this value, the ratio reflects increasing congestion. At a v/c ratio between 0.95 and 1.0, near-capacity conditions are reached, and delays can become substantial. Ratios of greater than 1.0 indicate saturated conditions with queuing.

The HCM methodology also expresses the quality of traffic flow in terms of level of service (LOS), which is based on the delay that a driver typically experiences at an intersection. The LOS scale ranges from A, representing minimal delay (10 seconds or less per vehicle), to F, which represents long delays (greater than 80 seconds per vehicle). For unsignalized intersections, the HCM methodology generally assumes that traffic on the major street is not affected by traffic flows on the minor street. Left turns from a major street are assumed to be affected by the opposing traffic flow on that major street. Traffic on minor streets is affected by all conflicting movements. Like signalized intersections, the HCM methodology expresses the quality of traffic flow at unsignalized intersections in terms of LOS based on the amount of delay that a driver experiences. LOS definitions used to characterize traffic flows at unsignalized intersections differ somewhat from those used for signalized intersections, primarily because drivers anticipate different levels of performance from the two different kinds of intersections.

For unsignalized intersections, LOS ranges from A, representing minimal delay (10 seconds or less per vehicle, as it is for signalized intersections), to F, which represents long delays (greater than 50 seconds per vehicle, compared to greater than 80 seconds per vehicle for signalized intersections).

Table 14-5 shows the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. LOS A, B and C generally represent highly favorable to fair levels of traffic flow. At LOS D, the influence of congestion becomes noticeable. LOS E is considered to be the limit of acceptable delay, and LOS F is considered to be unacceptable to most drivers.

Table 14-5: Intersection LOS Criteria based on HCM Methodology

	Average Control Delay (second/vehicle)	
LOS	**Signalized Intersection**	**Unsignalized Intersection**
A	≤ 10.0	≤ 10.0
B	> 10.0 – 20.0	> 10.0-15.0
C	> 20.0 – 35.0	> 15.0 – 25.0
D	> 35.0 – 55.0	> 25.0 – 35.0
E	> 55.0 – 80.0	> 35.0 – 50.0
F	> 80.0	> 50.0

Impact Criteria

The *CEQR Technical Manual* identifies LOS D or better as an acceptable LOS for signalized and unsignalized intersections. The *CEQR Technical Manual* also indicates that significant adverse traffic impacts could occur at signalized and unsignalized intersections if the Proposed Actions result in any of the following:

- For a lane group that operates at LOS E in the With-Action Condition, an increase in projected delay of 5.0 seconds or more compared to the No-Action Condition; or,

- For a lane group that operates at LOS F in the With-Action Condition, an increase in projected delay of 4.0 seconds or more compared to the No-Action Condition.

Highway Network

The operations of the highway network were analyzed using microscopic traffic simulation models developed through Aimsun. These models analyze the effect of a proposed Project on the adjacent ramps, highways segments and complex interchanges. The models provide outputs such as average speed, average density by lane, travel times along select routes, queues and delays. This data can be used to quantify impacts.

Highway segments are categorized as a basic, merge, diverge, or weave segment based on Highway Capacity Manual (HCM) criteria. The Highway Capacity Manual (HCM7) defines LOS thresholds using density and these thresholds have been used for the assessment of vehicular traffic on the highway network.

The LOS for highways are described qualitatively below:

- LOS A describes free-flow operations.
- LOS B describes reasonably free-flow operations.
- LOS C describes flow near the free-flow speed.
- LOS D is the level at which speeds begin to decline with increasing flows. A mid-LOS D density (i.e. 30.5 pc/mi/ln for basic freeway segments, and 31.5 pc/mi/ln for freeway weaving, merge, and diverge segments) is considered the high range of acceptable density. Densities greater than mid-LOS D are unacceptable but are commonplace in New York City.
- LOS E describes operations at or near capacity. A maximum of 45 pc/mi/ln is considered the maximum density for sustained flows at capacity on a typical base freeway segment. Queueing can begin at densities higher than this.
- LOS F describes unstable flow. Such conditions exist within queues forming behind bottlenecks.

Table 14-6: Highway Segment LOS Criteria based on HCM Methodology

	Density (pc/mi/ln)			
	Basic Freeway & Multilane Highway Segments	**Freeway Merge and Diverge Segments**	**Freeway Weaving Segments**	**Weaving Segments on Multilane Highways or C-D Roads**
LOS A	≤ 11	≤ 10	≤ 10	≤ 12
LOS B	> 11 – 18	> 10 – 20	> 10 – 20	> 12 – 24
LOS C	> 18 – 26	> 20 – 28	> 20 – 28	> 24 – 32
LOS D	> 26 – 35	> 28 – 35	> 28 – 35	> 32 – 36
LOS E	> 36 – 45	> 35	> 35 - 43	> 36 – 40
LOS F	> 45, demand exceeds capacity or density	Demand exceeds capacity	> 43, demand exceeds capacity	> 40, demand exceeds capacity

Impact Criteria

According to the *CEQR Technical Manual*, the determination of significant adverse impacts for basic freeway segments is as follows:

- If the level of service under the No-Action condition is LOS D, an increase in the projected density of 5 or more passenger cars per mile per lane (pc/mi/ln) under the With-Action condition should be considered a significant impact.
- If the level of service under the No-Action condition is LOS E, an increase in the projected density of 4 or more passenger cars per mile per lane (pc/mi/ln) under the With-Action condition should be considered a significant impact.
- If the level of service under the No-Action condition is LOS F, an increase in the projected density of 3 or more passenger cars per mile per lane (pc/mi/ln) under the With-Action condition should be considered a significant impact.

According to the *CEQR Technical Manual*, the determination of significant adverse impacts for freeway merge, diverge and weaving segments is as follows:

- If the level of service under the No-Action condition is LOS D, an increase in the projected density of 4 or more passenger cars per mile per lane (pc/mi/ln) under the With-Action condition should be considered a significant impact.
- If the level of service under the No-Action condition is LOS E, an increase in the projected density of 3 or more passenger cars per mile per lane (pc/mi/ln) under the With-Action condition should be considered a significant impact.
- If the level of service under the No-Action condition is LOS F, an increase in the projected density of 2 or more passenger cars per mile per lane (pc/mi/ln) under the With-Action condition should be considered a significant impact.

Parking

Parking demand for the Proposed Actions is estimated to determine whether project-generated demand could be accommodated in the future conditions. If the Proposed Actions generate more parking demand than the on-site parking supply, then a detailed assessment of area parking facilities within a convenient walking distance (approximately ½-mile) is conducted.

A parking assessment identifies the supply of public parking in the study area and determines the extent the supply is utilized in the Baseline, No-Action, and With-Action conditions. The analysis considers anticipated changes to the study area's parking supply and demand and compares project-generated demand with future availability to determine if a parking shortfall in the area is likely to occur.

Vehicular and Pedestrian Safety Evaluation

The key element for vehicular and pedestrian safety analyses is the extent to which vehicular and pedestrian exposure to crashes may reasonably be expected to increase in the With-Action Condition. Under *CEQR Technical Manual* guidelines, an evaluation of vehicular and pedestrian safety is needed at locations within the traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations along a Vision Zero corridor/intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the

most recent three-year period for which data are available. For these locations, crash trends are identified to determine whether projected vehicular and pedestrian traffic conditions would further affect safety, or whether existing unsafe conditions could adversely affect the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where a project is located, traffic and pedestrian volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety are typically identified and coordinated with NYCDOT.

14.5 Detailed Traffic Analysis

Existing Conditions (2024)

Study Area Street Network

The traffic study area is generally bound by Bruckner Boulevard to the north, the East River to the south, the Cross Bronx Expressway Extension to the east, and Zerega Avenue to the west. Major arterials/highways providing access to the study area are the Hutchinson River Parkway from the north, the Whitestone Bridge (I-678) from the south, the Cross Bronx Expressway (I-295) from the east, and the Bruckner Expressway (I-278) from the west. Truck access in the study area is provided via the NYCDOT-designated truck routes described above (see section *Level 2 (Project-Generated Trip Assignment) Screening Assessment)*.

The key roadways in the study area include the Hutchinson River Expressway Service Road/Ring Road, Lafayette Avenue, the Cross Bronx Expressway Extension, Randall Avenue, Bruckner Boulevard, and Brush Avenue. The physical and operational characteristics of the study area roadways are described below:

- The Hutchinson River Parkway Service Road is a local northbound-southbound roadway that provides access between the Bruckner Expressway (I-278), the Cross Bronx Expressway (I-95), and Lafayette Avenue to the north and the Hutchinson River Expressway (I-678), the Park, and the Golf Course to the south. Within the study area, the roadway generally operates with one (1) travel lane in each direction, separated by the Hutchinson River Expressway mainline. Generally, curbside parking is permitted on the west side of the southbound Hutchinson River Expressway Service Road from approximately 450 feet north of its intersection with the southbound Hutchinson River Expressway off-ramp to its intersection with Schley Avenue. The Hutchinson River Parkway Service Road has a curb-to-curb width that varies from approximately 22 feet to 24 feet.
- Lafayette Avenue is a local eastbound-westbound roadway that provides access between the Throggs Neck Expressway (I-695) to the east and the Cross Bronx Expressway (I-295) and the Hutchinson River Expressway (I-678) to the west. Within the study area, the roadway generally operates with two (2) travel lanes in each direction that are divided by a landscaped center median between Brush Avenue and the southbound Hutchinson River Parkway Service Road. Curbside parking is generally permitted on the north and south sides of the roadway. An additional exclusive westbound left-turn lane is provided at its intersection with the southbound Hutchinson River Parkway Service Road to facilitate turning movements toward the Hutchinson River Expressway and the Whitestone Bridge. Lafayette Avenue has a curb-to-curb width that varies from approximately 30 feet to 70 feet.

- Bruckner Boulevard is a major eastbound-westbound roadway that functions as the service road for the Bruckner Expressway (I-278 and I-95). The boulevard provides local access between the Pelham Bay Park subway station to the east and the Port Morris neighborhood of the Bronx to the west. Within the study area, the roadway generally operates with two travel lanes in each direction, separated by the Bruckner Expressway mainline. Curbside parking is generally permitted along the south side of the eastbound roadway, west of its intersection with Zerega Avenue; and along the north side of the westbound roadway, west of its intersection with the southbound Cross Bronx Expressway Extension. Bruckner Boulevard has a curb-to-curb width that varies from approximately 28 feet to 54 feet.
- The Cross Bronx Expressway Extension is a local eastbound-westbound roadway that functions as the service road for the Cross Bronx Expressway (I-295). The extension provides local access between East Tremont Avenue and Dewey Avenue to the east and Lafayette Avenue to the west. Within the study area, the roadway generally operates with two travel lanes in each direction, separated by the Cross Bronx Expressway mainline. Curbside parking is generally permitted on the south side of the eastbound roadway between Lafayette Avenue and Randall Avenue; and on the north side of the westbound roadway east of its intersection with Lafayette Avenue. The Cross Bronx Expressway Extension has a curb-to-curb width that varies from approximately 30 feet to 36 feet.
- Randall Avenue is a local eastbound-westbound roadway that provides access between the Throggs Neck Expressway (I-695) to the east and the Cross Bronx Expressway (I-295) to the west. In the study area, the roadway generally operates with two travel lanes in each direction with additional lanes provided at the study intersections to facilitate turning movements toward the Cross Bronx Expressway and the Throggs Neck Bridge. Curbside parking is generally permitted on both sides of the roadway. Randall Avenue has a curb-to-curb width that varies from approximately 44 feet to 70 feet.
- Zerega Avenue is a local northbound-southbound roadway that provides access for the Castle Hill neighborhood to the Bruckner Expressway (I-278) and the Cross Bronx Expressway (I-95) to the north. Within the study area, the roadway generally operates with two travel lanes in each direction. Curbside parking is permitted along the east side of the roadway, south of its intersection with Bruckner Boulevard. Zerega Avenue has a curb-to-curb width that varies from approximately 54 feet to 60 feet.
- Brush Avenue is a local northbound-southbound roadway that provides access to the Bruckner Expressway (I-278) and the Cross Bronx Expressway (I-95) to the north and Lafayette Avenue to the south. Within the study area, the roadway generally operates with one travel lane in each direction with additional lanes provided at study intersections to facilitate turning movements. Curbside parking is generally permitted along both sides of the roadway. Brush Avenue has a curb-to-curb width that varies from approximately 46 feet to 60 feet.
- Schley Avenue is a local eastbound-westbound roadway that provides access between the Hutchinson River Parkway Service Road/Ring Road to the east and Brush Avenue to the west. The roadway operates with one travel lane in each direction and angled curbside parking is permitted along the south side of the roadway. Schley Avenue has a curb-to-curb width of approximately 54 feet.

- Wenner Place is a local westbound roadway that provides access between the Hutchinson River Parkway Service Road to the east and Brush Avenue to the west. The roadway provides one westbound travel lane and curbside parking is permitted along both sides. Wenner Place has a curb-to-curb width of approximately 39 feet.
- Rohr Place is a local westbound roadway that provides access between the Hutchinson River Parkway Service Road to the east and Brush Avenue to the west. The roadway provides one westbound travel lane and curbside parking is permitted along both sides. Rohr Place has a curb-to-curb width of approximately 35 feet.
- Senger Place is a local eastbound-westbound roadway that provides access between the Hutchinson River Parkway Service Road to the east and Brush Avenue to the west. The roadway provides one travel lane in each direction and curbside parking is permitted along both sides. Senger Place has a curb-to-curb width that varies from approximately 29 feet to 34 feet.

The key highways in the study area include the Hutchinson River Expressway (I-678), the Hutchinson River Parkway, the Bruckner Expressway (I-278 and I-95), and the Cross Bronx Expressway (I-295 and I-95). The physical and operational characteristics of the study area highways are described below:

The highway network analyzed includes 2.5 miles of Hutchinson River Parkway/Expressway from the Bronx Whitestone Bridge (BWB) in the south to Waterbury Ave in the north, 2 miles of Bruckner Expressway from Olmstead Ave in the West to Rawlins Avenue in the East, and 2 miles of Cross Bronx Expressway from Castle Hill Ave in the West to Miles Ave in the East.

The Hutchinson River Expressway (I-678) has three lanes in each direction on the Whitestone Bridge and continues as a three-lane parkway in each direction north of the interchange with the Cross Bronx Expressway and Bruckner Expressway (I-95). The Cross Bronx Expressway and Bruckner Expressway are also three-lane expressways within the study area with a signalized service road in each direction.

As discussed earlier, the only access to/from the site is along Ring Road that is connected to the Hutchinson River Expressway service road can be accessed using ramps (Exit 18) on I-678.

Traffic Volumes

Baseline traffic volumes for the study area intersections and highway elements were collected in May and June 2024. The data collection included Turning Movement Counts (TMC), Automatic Traffic Recorder (ATR) counts, vehicle classification counts (VCC), and field observations. In addition to the traffic counts, physical inventories – including the number of travel lanes, pavement markings, lane widths, turn prohibitions, bus stops, and posted parking regulations – were collected for the study area intersections. Official signal timing plans were obtained from NYCDOT for operational analysis of the study area intersections.

Based on the data collected, the weekday AM peak hour for traffic analysis was identified as 7:30 – 8:30 AM, weekday midday peak hour as 1:00 – 2:00 PM, weekday PM peak hour as 4:00 – 5:00 PM, Saturday midday peak hour as 1:45 – 2:45 PM, and Saturday PM peak hour as 4:00 – 5:00 PM. The Existing Conditions traffic volumes for each of the analysis peak hours are shown in Appendix I – Figures I-1 through I-10.

The I-678 northbound carries between 3,000 vehicles per hour (vph) and 4,250 vph on the Bronx Whitestone Bridge, and between 2,500 vph and 4,000 vph beyond the Cross Bronx/Bruckner Interchange, with an average travel speed between 30 mph and 50 mph, during the peak hours. In the southbound direction, it carries between 2,150 vph and 3,050 vph approaching the Cross Bronx/Bruckner Interchange and between 3,450 vph and 4,450 vph on the Bronx Whitestone Bridge, with an average travel speed between 12 mph and 45 mph, during the peak hours.

The I-295 westbound/northbound carries between 1,600 vph and 2,100 vph approaching Randall Ave, and between 1,700 vph and 2,650 vph approaching Castle Hill Ave, with an average travel speed between 10 mph and 31 mph, during the peak hours. In the eastbound/southbound direction, it carries between 4,050 vph and 4,400 vph approaching Castle Hill Ave and between 1,850 vph and 2,800 vph approaching Randall Ave, with an average travel speed between 29 mph and 51 mph, during the peak hours.

The Bruckner Expressway eastbound carries between 2,600 vph and 3,850 vph approaching Castle Hill Ave, and between 2,000 vph and 3,400 vph approaching Tremont Ave, with an average travel speed between 8 mph and 40 mph, during the peak hours. In the westbound direction, it carries between 2,000 vph and 2,800 vph approaching Tremont Ave and between 2,200 vph and 3,050 vph approaching Castle Hill Ave, with an average travel speed between 14 mph to 28 mph, during the peak hours.

Traffic Conditions

The intersection capacity analysis results for the Existing Conditions, including v/c ratios, delays, and LOS for the study area intersections, are shown in Appendix I – Table I-1. Of the 56 total intersection approaches/lane groups in the study area, 9 operate worse than LOS D in at least one analysis peak hour, namely:

- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road (LOS E with an average delay of 59.5 seconds during the weekday PM peak hour).
- The southeast-bound Bruckner Boulevard left-turn at Brush Avenue (LOS E with an average delay of 71.0 seconds during the weekday AM peak hour, LOS E with an average delay of 71.0 seconds during the weekday midday peak hour, LOS E with an average delay of 58.7 seconds during the weekday PM peak hour, LOS F with an average delay of 84.2 seconds during the Saturday midday peak hour, and LOS E with an average delay of 56.2 seconds during the Saturday PM peak hour).
- The westbound Bruckner Boulevard left-turn at Brush Avenue (LOS E with an average delay of 57.1 seconds during the weekday AM peak hour, LOS F with an average delay of 147.3 seconds during the weekday midday peak hour, LOS F with an average delay of 92.6 seconds during the weekday PM peak hour, LOS E with an average delay of 65.3 seconds during the Saturday midday peak hour, and LOS E with an average delay of 56.5 seconds during the Saturday PM peak hour).
- The westbound Bruckner Boulevard through movement at Brush Avenue (LOS E with an average delay of 73.4 seconds during the weekday AM peak hour).
- The northbound Brush Avenue left-turn at Bruckner Boulevard (LOS F with an average delay of 83.7 seconds during the weekday AM peak hour and LOS E with an average delay of 61.4 seconds during the Saturday midday peak hour).

- The northbound Brush Avenue shared left-turn/through movement at Bruckner Boulevard (LOS E with an average delay of 77.3 seconds during the weekday AM peak hour and LOS E with an average delay of 58.8 seconds during the Saturday midday peak hour).
- The southbound Cross Bronx Expressway Extension approach at Lafayette Avenue (LOS E with an average delay of 57.5 seconds during the weekday midday peak hour).
- The westbound Lafayette Avenue right-turn at Brush Avenue (LOS F with an average delay of 146.0 seconds during the weekday AM peak hour, LOS F with an average delay of 89.2 seconds during the weekday PM peak hour, LOS E with an average delay of 70.7 seconds during the Saturday midday peak hour, and LOS E with an average delay of 71.7 seconds during the Saturday PM peak hour).

Traffic simulation models were developed individually for each of the five peak periods. The models were calibrated to ensure the outputs matched the field observations including counts (volumes on segments, intersection turn movements), travel speeds and queue observations. Tables I-2, I-4, I-6, I-8, and I-10 in Appendix I present the existing speeds, densities, and LOS for the highway segments analyzed during the weekday AM, midday, PM, and Saturday midday and PM peak hours, respectively. Table 14-7 presents a summary of the LOS by highway segment type

Table 14-7: Highway LOS Summary

Highway Segment Type	No. of Segments		Weekday			Sat	
			AM	MD	PM	MD	PM
Basic	33	LOS A-C	21	24	19	23	24
		LOS D	5	3	7	5	4
		LOS E	3	3	2	1	1
		LOS F	4	3	5	4	4
Merge	11	LOS A-C	10	10	9	6	7
		LOS D	1	0	0	4	1
		LOS E	0	1	0	0	0
		LOS F	0	0	2	1	3
Diverge	12	LOS A-C	10	12	12	12	12
		LOS D	0	0	0	0	0
		LOS E	0	0	0	0	0
		LOS F	2	0	0	0	0
Weave	5	LOS A-C	5	5	4	4	4
		LOS D	0	0	0	1	0
		LOS E	0	0	0	0	0
		LOS F	0	0	1	0	1
# Segments	61	LOS E or F	9	7	10	6	9

The LOS summary of existing conditions indicates that:

- In the weekday AM peak hour, there are 9 out of 61 highway segments analyzed are at LOS E or F.

- In the weekday Midday peak hour, there are 7 out of 61 highway segments analyzed are at LOS E or F.
- In the weekday PM peak hour, there are 10 out of 61 highway segments analyzed are at LOS E or F.
- In the weekend Midday peak hour, there are 6 out of 61 highway segments analyzed are at LOS E or F.
- In the weekend PM peak hour, there are 9 out of 61 highway segments analyzed are at LOS E or F.

The highway segments with LOS E or F are listed below:

- WB Cross Bronx Expressway, Before Exit 5A (Weekday AM, Midday and Weekend PM)
- NB Hutchinson River Parkway, Before the Gas station Exit (Weekend Midday)
- WB Bruckner Expressway, Before Exit 53 (Weekday AM, Midday and PM)
- SB Cross Bronx Expressway, Before I-695 Merge (Weekday AM, Midday and PM, Weekend Midday and PM)
- NB Bruckner Expressway, Before I-695 Merge (Weekday AM, Midday and PM, Weekend Midday and PM)
- SB Hutchinson River Expressway near Bronx-Whitestone Bridge MTA Building (Weekday MD, PM, Weekend Midday and PM)
- NB Hutchinson River Expressway, downstream of the Whitestone Bridge (Weekday AM, and PM)
- SB Hutchinson River Expressway, After Exit 18 (Weekday PM, Weekend Midday and PM)
- NB Cross Bronx Expressway, at Castle Hill Ave (Weekday AM, and Midday)
- WB Bruckner Expressway, at Castle Hill Ave (Weekday AM, and PM)
- WB Bruckner Expressway, Exit 6B diverge to I-678 and I-95 (Weekday AM)
- SB Bruckner Expressway, diverge at Exit 6B (Weekday AM)
- WB Cross Bronx Expressway Merge with I-95 (Weekday AM)
- SB I-678 Hutchinson River Expressway Merge with Ramps from Cross Bronx Expressway & Bruckner Expressway (Weekday PM and Weekend PM)
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95 (Weekday PM and Weekend PM)
- NB I-95 Bruckner Expressway Merge with ramp from I-678 (Weekend Midday and PM)
- SB Hutchinson River Expressway, Between On-ramp and Exit 18 (Weekday PM and Weekend PM)

No-Action Condition (2030)

Changes to the Study Area Street Network

Independent of the Proposed Actions, changes to the intersection geometry and traffic signal timings at the intersection of Bruckner Boulevard and Brush Avenue are being implemented by NYCDOT as part of the *Unionport Bridge Replacement Project*. At the direction of NYCDOT, in the No-Action Condition, these geometric and operational changes were incorporated into the capacity analyses at the intersection of Bruckner Boulevard and Brush Avenue.

Additionally, changes to the travel lane, bicycle lane, and curbside parking configurations on Lafayette Avenue are being implemented by the NYCDOT as part of a bicycle infrastructure improvement project. At the direction of NYCDOT, in the No-Action Condition, changes to the travel lane and curbside parking geometries were incorporated into the capacity analyses at Lafayette Avenue's intersections with Brush Avenue, the southbound Hutchinson River Parkway Service Road, and the southbound Cross Bronx Expressway Service Road. Changes to traffic signal timings at these intersections are not proposed as part of the specified bicycle infrastructure improvement project.

Traffic Volumes

The No-Action Condition traffic volumes were developed for the 2030 analysis year. Per the *CEQR Technical Manual*, a compounded annual background growth rate of 0.25% for the Bronx was applied to the Existing Conditions traffic volumes for the first five (5) years (2024 through 2029), and subsequently, and growth rate of 0.125% was applied for the sixth (6th) year (2029 through 2030).

In addition to background growth, a review was conducted in consultation with the Mayor's Office on of Environmental Coordination, the NYC Department of City Planning, and NYCDOT to identify future No-Build Development Projects planned near the Development Site that could potentially generate vehicle and pedestrian traffic through the study area in the No-Action Condition. Projects of modest size (less than 25,000 total gsf) are not expected to generate significant traffic, and therefore, increases in vehicle and pedestrian volumes in the study area because of these projects would be encompassed by background growth. In consultation with the Mayor's Office of Environmental Coordination, the NYC Department of City Planning, and NYCDOT, no other significant No-Build Development projects were identified. As such, the No-Action Condition traffic volumes were projected by layering the background growth on top of the Existing Conditions traffic volumes. The No-Action traffic volumes are shown for each of the analysis peak hours in Appendix I – Figures I-11 through I-20.

Traffic Conditions

The intersection capacity analysis results for the No-Action Condition, including v/c ratios, delays, and LOS for the study area intersections, are shown in Appendix I – Table I-1. Of the 54 total intersection approaches/lane groups in the study area, 8 operate worse than LOS D in at least one analysis peak hour, namely:

- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road (LOS E with an average delay of 65.0 seconds during the weekday PM peak hour).
- The eastbound Bruckner Boulevard left-turn at Brush Avenue (LOS F with an average delay of 82.1 seconds during the weekday AM peak hour, LOS E with an average delay

of 57.1 seconds during the weekday midday peak hour, and LOS E with an average delay of 60.2 seconds during the Saturday midday peak hour).

- The eastbound Bruckner Boulevard right-turn at Brush Avenue (LOS F with an average delay of 91.1 seconds during the weekday AM peak hour, LOS F with an average delay of 491.0 seconds during the weekday midday peak hour, LOS F with an average delay of 374.7 seconds during the weekday PM peak hour, LOS F with an average delay of 476.4 seconds during the Saturday midday peak hour, and LOS F with an average delay of 332.9 seconds during the Saturday PM peak hour).
- The northbound Brush Avenue left-turn movement at Bruckner Boulevard (LOS F with an average delay of 89.1 seconds during the weekday AM peak hour, LOS E with an average delay of 75.3 seconds during the weekday midday peak hour, LOS F with an average delay of 98.5 seconds during the weekday PM peak hour, LOS F with an average delay of 183.3 seconds during the Saturday midday peak hour, and LOS F with an average delay of 153.0 seconds during the Saturday PM peak hour).
- The southbound Brush Avenue left-turn/through movement at Bruckner Boulevard (LOS E with an average delay of 65.9 seconds during the weekday AM peak hour, LOS F with an average delay of 95.0 seconds during the weekday midday peak hour, LOS E with an average delay of 60.8 seconds during the weekday PM peak hour, LOS F with an average delay of 165.7 seconds during the Saturday midday peak hour, and LOS E with an average delay of 59.1 seconds during the Saturday PM peak hour).
- The eastbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension (LOS E with an average delay of 65.1 seconds during the Saturday midday peak hour).
- The southbound Cross Bronx Expressway Extension approach at Lafayette Avenue (LOS E with an average delay of 60.0 seconds during the weekday midday peak hour).
- The westbound Lafayette Avenue right-turn at Brush Avenue (LOS F with an average delay of 101.5 seconds during the weekday AM peak hour, LOS F with an average delay of 80.3 seconds during the weekday PM peak hour, LOS E with an average delay of 63.8 seconds during the Saturday midday peak hour, and LOS E with an average delay of 66.0 seconds during the Saturday PM peak hour).

Tables I-2, I-4, I-6, I-8, and I-10 in Appendix I present the forecasted speeds, densities, and LOS for the highway segments analyzed during the weekday AM, midday, PM, and Saturday midday and PM peak hours, respectively. Table 14-8 presents a summary of the LOS by highway segment type for the No-Action Condition.

Table 14-8: No-Action: Highway LOS Summary

Highway Segment Type	No. of Segments		Weekday			Sat	
			AM	MD	PM	MD	PM
Basic	33	LOS A-C	21	24	19	22	23
		LOS D	5	2	6	6	4
		LOS E	3	4	3	1	1
		LOS F	4	3	5	4	5
Merge	11	LOS A-C	10	10	9	6	7
		LOS D	0	0	0	2	0
		LOS E	1	1	0	1	1
		LOS F	0	0	2	2	3
Diverge	12	LOS A-C	11	9	10	10	11
		LOS D	0	2	1	1	1
		LOS E	0	1	0	1	0
		LOS F	1	0	1	0	0
Weave	5	LOS A-C	5	5	3	4	4
		LOS D	0	0	1	0	0
		LOS E	0	0	0	1	0
		LOS F	0	0	1	0	1
# segments	61	LOS E or F	9	9	12	10	11

In relation to the highway segments, the No-Action Condition indicates:

- In the weekday AM peak hour, there are 9 out of 61 highway segments analyzed are at LOS E or F.
- In the weekday Midday peak hour, there are 9 out of 61 highway segments analyzed are at LOS E or F.
- In the weekday PM peak hour, there are 12 out of 61 highway segments analyzed are at LOS E or F.
- In the weekend Midday peak hour, there are 10 out of 61 highway segments analyzed are at LOS E or F.
- In the weekend PM peak hour, there are 11 out of 61 highway segments analyzed are at LOS E or F.

The highway segments with LOS E or F are listed below:

- WB Cross Bronx Expressway, Before Exit 5A (Weekday AM, Midday and Weekend PM)
- SB Hutchinson River Parkway, After Exit 1A (Weekday PM and Weekend PM)
- NB Hutchinson River Parkway, Before the Gas station Exit (Weekend Midday)
- WB Bruckner Expressway, Before Exit 53 (Weekday AM, Midday and PM)
- SB Cross Bronx Expressway, Before I-695 Merge (Weekday AM, Midday and PM, Weekend Midday and PM)

- NB Bruckner Expressway, Before I-695 Merge (Weekday AM, Midday and PM, Weekend Midday and PM)
- SB Hutchinson River Expressway near Bronx-Whitestone Bridge MTA Building (Weekday Midday, PM, Weekend Midday and PM)
- NB Hutchinson River Expressway, downstream of Bronx-Whitestone Bridge (Weekday AM and PM)
- SB Hutchinson River Expressway, After Exit 18 (Weekday PM, Weekend Midday and PM)
- NB Cross Bronx Expressway, at Castle Hill Ave (Weekday AM and Midday)
- WB Bruckner Expressway, at Castle Hill Ave (Weekday AM, Midday and PM)
- WB Bruckner Expressway, Exit 6B diverge to I-678 and I-95 (Weekday Midday)
- EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Blvd (Weekday AM, Midday and Weekend Midday)
- SB I-678 Hutchinson River Expressway Merge with Ramps from CBE & Bruckner Expressway (Weekday PM, Weekend Midday and PM)
- WB Cross Bronx Expressway Merge with I-95 (Weekday AM, Midday, and Weekend PM)
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95 (Weekday PM, Weekend Midday and PM)
- NB I-95 Bruckner Expressway Merge with ramp from I-678 (Weekend Midday and PM)
- SB Hutchinson River Expressway, Between On-ramp and Exit 18 (Weekday PM, Weekend Midday and PM)

With-Action Condition (2030)

In connection with development of the Proposed Facility, and in coordination with the NYCDOT, Ring Road would be widened and improved between Schley Avenue and the Development Site access driveway providing two travel lanes, a curbside parking lane, a potential MTA/NYCT bus stop, a full-width contiguous sidewalk, landscape buffering, and a two-way bike lane. Near the I-678 overpass, the improved roadway would be narrowed, and the proposed curbside parking lane and landscape buffering would be eliminated to avoid conflict with a wetland and to provide adequate security spacing from an I-678 overpass structural support pier. Per the adopted alienation legislation, ownership of the improved Ring Road would be transferred from NYC Parks to NYCDOT, inclusive of the roadway cross-section elements discussed herein.

Traffic Volumes

In the With-Action Condition, project-generated vehicle trips (see Table 14-3) were assigned to the study area highway segments, ramps, and intersections based on *CEQR Technical Manual* guidelines, prevailing travel patterns, O/D data obtained from the *U.S. Census Bureau RJTW* database and information provided by Bally's, and direct routes to/from the Development Site. Project-generated vehicle trip assignments for autos, taxis, and deliveries are discussed in preceding sections (see section *Level 2 Screening*

Assessment). The project-generated vehicle trip assignments are shown for each of the analysis peak hours in Appendix I – Figures I-21 through I-30.

The With-Action Condition traffic volumes were projected by layering the project-generated vehicle trip assignments on top of the No-Action Condition traffic volumes. Figures I-31 through I-40 in Appendix I show the projected With-Action traffic volumes for each peak hour.

Traffic Conditions

The intersection capacity analysis results for the No-Action and With-Action Conditions, including v/c ratios, delays, and LOS for the study area intersections, are shown in Appendix I – Table I-1. In the With-Action Condition, 12 of the 57 total intersection approaches/lane groups in the study area are projected to operate worse than LOS D in at least one peak hour, summarized as follows:

- The northbound Hutchinson River Parkway Service Road left-turn at Lafayette Avenue, which would:
  - Drop from LOS C to LOS F with an average delay of 153.6 seconds during the weekday midday peak hour, an increase of 132.2 seconds relative to the No-Action Condition.
  - Drop from LOS C to LOS F with an average delay of 339.2 seconds during the weekday PM peak hour, an increase of 316.3 seconds relative to the No-Action Condition.
  - Drop from LOS C to LOS F with an average delay of 215.3 seconds during the Saturday midday peak hour, an increase of 192.2 seconds relative to the No-Action Condition.
  - Drop from LOS C to LOS F with an average delay of 427.7 seconds during the Saturday PM peak hour, an increase of 405.0 seconds relative to the No-Action Condition.
- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road, which would:
  - Drop from LOS B to LOS F with an average delay of 84.9 seconds during the weekday AM peak hour, an increase of 67.4 seconds relative to the No-Action Condition.
  - Drop from LOS C to LOS F with an average delay of 615.3 seconds during the weekday midday peak hour, an increase of 580.6 seconds relative to the No-Action Condition.
  - Drop from LOS E to LOS F with an average delay of 710.2 seconds during the weekday PM peak hour, an increase of 645.2 seconds relative to the No-Action Condition.
  - Drop from LOS C to LOS F with an average delay of 477.2 seconds during the Saturday midday peak hour, an increase of 449.8 seconds relative to the No-Action Condition.
  - Drop from LOS C to LOS F with an average delay of 799.8 seconds during the Saturday PM peak hour, an increase of 778.1 seconds relative to the No-Action Condition.

- The eastbound Bruckner Boulevard left-turn at Brush Avenue, which would:
  - Continue to operate at LOS F with an average delay of 82.1 seconds during the weekday AM peak hour, no change relative to the No-Action Condition.
  - Continue to operate at LOS E with an average delay of 57.1 seconds during the weekday midday peak hour, no change relative to the No-Action Condition.
  - Continue to operate at LOS E with an average delay of 60.2 seconds during the Saturday midday peak hour, no change relative to the No-Action Condition.
- The eastbound Bruckner Boulevard through movement at Brush Avenue, which would:
  - Drop from LOS D to LOS E with an average delay of 56.7 seconds during the weekday AM peak hour, an increase of 1.8 seconds relative to the No-Action Condition.
- The eastbound Bruckner Boulevard right-turn at Brush Avenue, which would:
  - Continue to operate at LOS F with an average delay of 106.9 seconds during the weekday AM peak hour, an increase of 15.8 seconds relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 566.2 seconds during the weekday midday peak hour, an increase of 75.2 seconds relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 462.4 seconds during the weekday PM peak hour, an increase of 87.7 seconds relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 559.9 seconds during the Saturday midday peak hour, an increase of 83.5 seconds relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 468.5 seconds during the Saturday PM peak hour, an increase of 135.6 seconds relative to the No-Action Condition.
- The northbound Brush Avenue left-turn at Bruckner Boulevard, which would:
  - Continue to operate at LOS F with an average delay of 89.1 seconds during the weekday AM peak hour, no change relative to the No-Action Condition.
  - Continue to operate at LOS E with an average delay of 75.3 seconds during the weekday midday peak hour, no change relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 98.5 seconds during the weekday PM peak hour, no change relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 183.3 seconds during the Saturday midday peak hour, no change relative to the No-Action Condition.
  - Continue to operate at LOS F with an average delay of 153.0 seconds during the Saturday PM peak hour, no change relative to the No-Action Condition.
- The southbound Brush Avenue left-turn/through movement at Bruckner Boulevard, which would:

- Continue to operate at LOS E with an average delay of 65.9 seconds during the weekday AM peak hour, no change relative to the No-Action Condition.
- Continue to operate at LOS F with an average delay of 95.0 seconds during the weekday midday peak hour, no change relative to the No-Action Condition.
- Continue to operate at LOS E with an average delay of 60.8 seconds during the weekday PM peak hour, no change relative to the No-Action Condition.
- Continue to operate at LOS F with an average delay of 165.7 seconds during the Saturday midday peak hour, no change relative to the No-Action Condition.
- Continue to operate at LOS E with an average delay of 59.1 seconds during the Saturday PM peak hour, no change relative to the No-Action Condition.

- The eastbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension, which would:
  - Drop from LOS D to LOS E with an average delay of 56.7 seconds during the weekday AM peak hour, an increase of 8.5 seconds relative to the No-Action Condition.
  - Drop from LOS D to LOS E with an average delay of 62.2 seconds during the weekday midday peak hour, an increase of 25.1 seconds relative to the No-Action Condition.
  - Drop from LOS D to LOS F with an average delay of 110.2 seconds during the weekday PM peak hour, an increase of 63.9 seconds relative to the No-Action Condition.
  - Drop from LOS E to LOS F with an average delay of 135.0 seconds during the Saturday midday peak hour, an increase of 69.9 seconds relative to the No-Action Condition.
  - Drop from LOS D to LOS F with an average delay of 99.6 seconds during the Saturday PM peak hour, an increase of 56.6 seconds relative to the No-Action Condition.
- The westbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension, which would drop from LOS D to LOS E with an average delay of 66.0 seconds during the weekday AM peak hour, an increase of 19.8 seconds relative to the No-Action Condition.
- The southbound Cross Bronx Expressway Extension approach at Lafayette Avenue, which would continue to operate at LOS E with an average delay of 60.0 seconds during the weekday midday peak hour, no change relative to the No-Action Condition.
- The westbound Lafayette Avenue right-turn at Brush Avenue, which would:
  - Continue to operate at LOS F with an average delay of 104.2 seconds during the weekday AM peak hour, an increase of 2.7 seconds relative to the No-Action Condition.
  - Drop from LOS D to LOS E with an average delay of 68.8 seconds during the weekday midday peak hour, an increase of 16.4 seconds relative to the No-Action Condition.

  - Continue to operate at LOS F with an average delay of 95.3 seconds during the weekday PM peak hour, an increase of 15.0 seconds relative to the No-Action Condition.
  - Drop from LOS E to LOS F with an average delay of 81.7 seconds during the Saturday midday peak hour, an increase of 17.9 seconds relative to the No-Action Condition.
  - Drop from LOS E to LOS F with an average delay of 93.7 seconds during the Saturday PM peak hour, an increase of 27.7 seconds relative to the No-Action Condition.
- The eastbound Schley Avenue approach at the southbound Hutchinson River Parkway Service Road, which would:
  - Drop from LOS A to LOS F with an average delay of 58.2 seconds during the weekday midday peak hour, an increase of 48.9 seconds relative to the No-Action Condition.
  - Drop from LOS A to LOS F with an average delay of 148.6 seconds during the weekday PM peak hour, an increase of 138.6 seconds relative to the No-Action Condition.
  - Drop from LOS B to LOS F with an average delay of 297.0 seconds during the Saturday midday peak hour, an increase of 282.4 seconds relative to the No-Action Condition.
  - Drop from LOS B to LOS F with an average delay of more than 1,000 seconds during the Saturday PM peak hour, an increase of more than 985.2 seconds relative to the No-Action Condition.

The following 7 study area intersection approaches/lane groups would experience a potentially significant adverse traffic impact in the With-Action Condition during at least one peak hour:

- The northbound Hutchinson River Parkway Service Road left-turn at Lafayette Avenue during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Bruckner Boulevard right-turn movement at Brush Avenue during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The westbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday AM peak hour.
- The westbound Lafayette Avenue right-turn at Brush Avenue during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

- The eastbound Schley Avenue approach at the southbound Hutchinson River Parkway Service Road during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

Appendix I – Tables I-3, I-5, I-7, I-9, and I-11 present the forecasted speeds, densities, and LOS for the highway segments analyzed during the weekday AM, midday, PM, and Saturday midday and PM peak hours, respectively. Table 14-9 presents a summary of the LOS by highway segment type for the With-Action Condition.

Table 14-9: With-Action: Highway LOS Summary

Highway Segment Type	No. of Segments		Weekday			Sat	
			AM	MD	PM	MD	PM
Basic	33	LOS A-C	21	20	19	21	18
		LOS D	4	3	3	3	4
		LOS E	4	4	2	3	1
		LOS F	4	6	9	6	10
Merge	11	LOS A-C	10	7	9	6	6
		LOS D	0	2	0	1	1
		LOS E	1	1	0	0	0
		LOS F	0	1	2	4	4
Diverge	12	LOS A-C	9	8	5	7	3
		LOS D	1	0	0	2	0
		LOS E	0	1	0	1	0
		LOS F	2	3	7	2	9
Weave	5	LOS A-C	5	2	2	2	1
		LOS D	0	1	0	0	0
		LOS E	0	0	0	1	0
		LOS F	0	2	3	2	4
# segments	61	LOS E or F	11	18	23	19	28

The LOS summary of With-Action conditions indicates that:

- In the weekday AM peak hour, there are 11 out of 61 highway segments analyzed are at LOS E or F.
- In the weekday Midday peak hour, there are 18 out of 61 highway segments analyzed are at LOS E or F.
- In the weekday PM peak hour, there are 23 out of 61 highway segments analyzed are at LOS E or F.
- In the weekend Midday peak hour, there are 19 out of 61 highway segments analyzed are at LOS E or F.
- In the weekend PM peak hour, there are 28 out of 61 highway segments analyzed are at LOS E or F.

Furthermore, the following 15 study area highway segments (See Figure 14-2 for the locations) would experience a potentially significant adverse traffic impact in the With-

Action Condition (the increase in highway density is greater than the CEQR thresholds) during at least one peak hour:

- There are 6 basic highway segments with traffic impacts that exceed CEQR thresholds.
  - SB Hutchinson River Parkway, After Exit 1A
    - Weekday PM: LOS E to LOS F, change in highway density of 8 (pc/mi/ln)
    - Weekend Midday: LOS D to LOS F, change in highway density of 63 (pc/mi/ln)
    - Weekend PM: Continue to be LOS F ,change in highway density of 99 (pc/mi/ln)
  - NB Hutchinson River Expressway near Bronx-Whitestone Bridge MTA Building
    - Weekday PM: LOS D to LOS F, change in highway density of 80 (pc/mil/ln)
    - Weekend Midday: LOS D to LOS F, change in highway density of 37 (pc/mi/ln)
    - Weekend PM: (LOS D to LOS F, change in highway density of 88 (pc/mi/ln)
  - NB Hutchinson River Expressway downstream of Bronx-Whitestone Bridge
    - Weekday PM: LOS E to LOS F, change in highway density of 62 (pc/mi/ln)
    - Weekend PM: LOS D to LOS F, change in highway density of 70 (pc/mi/ln)
  - NB Hutchinson River Parkway, From Exit 19N to on-ramp from Bruckner Boulevard
    - Weekday PM: LOS D to LOS F, change in highway density of 34 (pc/mi/ln)
    - Weekend Midday: LOS D to LOS E, change in highway density of 11 (pc/mi/ln)
  - SB Cross Bronx Expressway Approaching I-695 Merge
    - Weekday Midday: Continue to be LOS F, change in highway density of 6 (pc/mi/ln)
    - Weekday PM: Continue to be LOS F, change in highway density of 6 (pc/mi/ln)
    - Weekend Midday: Continue to be LOS F, change in highway density of 3 (pc/mi/ln)
  - SB Hutchinson Expressway south of Exit 18
    - Weekday MD: LOS D to LOS F, change in highway density of 16 (pc/mi/ln)
- There are 9 merge/diverge/weave highway segments with traffic impacts that exceed the CEQR thresholds.
  - WB Bruckner Expressway Exit 6B diverge to I-678 and I-95
    - Weekday Midday: LOS E to LOS F, change in highway density of 29 (pc/mi/ln)
  - EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Boulevard
    - Weekday Midday: LOS D to LOS F, change in highway density of 13 (pc/mi/ln)
    - Weekday PM: Continue to be LOS F, change in highway density of 26 (pc/mi/ln)

- Weekend Midday: LOS D to LOS F, change in highway density of 30 (pc/mi/ln)
- Weekend PM: LOS D to LOS F, change in highway density of 94 (pc/mi/ln)

- WB Bruckner Expressway diverge at Exit 6B
  - Weekday Midday: LOS D to LOS F, change in highway density of 32 (pc/mi/ln)
- EB Bruckner Expressway diverge at Exit 54
  - Weekday PM: LOS D to LOS F, change in highway density of 15 (pc/mi/ln)
- SB I-678 Hutchinson River Expressway Merge with Ramps from Cross Bronx Expressway & Bruckner Expressway
  - Weekend Midday: LOS E to LOS F, change in highway density of 33 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of 41 (pc/mi/ln)
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95
  - Weekday PM: Continue to be LOS F, change in highway density of 3 (pc/mi/ln)
  - Weekend Midday: Continue to be LOS F, change in highway density of 76 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of 27 (pc/mi/ln)
- NB I-95 Bruckner Expressway Merge with ramp from I-678
  - Weekend Midday: Continue to be LOS F, change in highway density of 34 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of 27 (pc/mi/ln)
- NB Hutchinson River Parkway, between on-ramp from Bruckner Blvd to Exit 1A
  - Weekday PM: LOS D to LOS F, change in highway density of 59 (pc/mi/ln)
- SB Hutchinson River Expressway, between On-ramp and Exit 18
  - Weekend Midday: LOS E to LOS F, change in highway density of 37 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of 23 (pc/mi/ln)

Chapter 22 of this EIS, "Mitigation," discusses potential measures to mitigate these potentially significant adverse impacts to the greatest extent practicable. The feasibility of the proposed mitigation measures will be explored by Bally's in a post-construction TMP. The TMP will be established by Bally's in coordination with the Lead Agency and in collaboration with NYCDOT, NYSDOT, NYC Parks, and MTA (TBTA), as discussed in more detail in Chapter 22 of this EIS, "Mitigation."

14.6 Detailed Parking Analysis

Existing Conditions (2024)

To assess the public parking utilization in the study area, a parking survey of on-street and off-street parking facilities was conducted within a ¼-mile radius of the Development Site in May and June 2024 during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak periods. Based on this survey, there are two off-street parking facilities on the Development Site for users of the existing Bally's facility (#1 and #2 in Figure 14-3), three off-street parking facilities available to the public within a ¼-mile radius of the Development Site, #3, #4, and #5 in Figure 14-3), and on-street parking facilities available to the public within a ¼-mile radius of the Development Site along Ring Road, Schley Avenue, Brush Avenue, and the Hutchinson River Parkway Southbound Service Road (#6 through #10 in Figure 14-3).

Figure 14-3: Existing Parking Survey Map





Table 14-10: Existing Conditions Public Parking Supply and Utilization within ¼-Mile

Off-Street Parking Utilization				Total Utilized Spaces	Total Percent Utilization
Off-Street and On-Street Parking Location	#3	#4	#5		
Parking Supply	12	205	300	517	
Weekday Morning (7:00 AM - 10:00 AM)	1	165	7	173	33%
Weekday Midday (11:00 AM - 2:00 PM)	4	183	10	197	38%
Weekday Evening (4:00 PM - 7:00 PM)	10	154	6	170	33%
Saturday Midday (12:00 PM - 3:00 PM)	8	223	102	333	64%
Saturday Evening (4:00 PM - 7:00 PM)	18	256	277	551	107%

The off-street parking facilities available to the public (#3, # 4, and #5 in Figure 14-3) have a combined capacity of approximately 517 spaces. In the existing conditions, the parking

facilities operate at approximately 33% utilization with 344 available spaces during the weekday AM peak hour; approximately 38% utilization with 320 available spaces during the weekday midday peak hour; approximately 33% utilization with 347 available spaces during the weekday PM peak hour; approximately 64% utilization with 184 available spaces during the Saturday midday peak hour; and approximately 107% utilization with 0 available spaces during the Saturday PM peak hour (see Table 14-10).

The on-street public parking capacity within a ¼-mile radius of the Development Site (#6 through #10 in Figure 14-3) is approximately 150 spaces during the weekday AM peak hour; approximately 150 spaces during the weekday midday peak hour; approximately 150 spaces during the weekday PM peak hour; approximately 152 spaces during the Saturday midday peak hour; and approximately 152 spaces during the Saturday PM peak hour. Approximately two existing on-street parking spaces along Brush Avenue are unavailable during the weekday AM, midday, and PM peak hours due to existing on-street parking restrictions. In the existing conditions, the on-street public parking is at approximately 89 percent utilization with approximately 16 available spaces during the weekday AM peak hour; approximately 88% utilization with approximately 18 available spaces during the weekday midday peak hour; approximately 71% utilization with approximately 43 available spaces during the weekday PM peak hour; approximately 77% utilization with approximately 35 available spaces during the Saturday midday peak hour; and approximately 88% utilization with approximately 19 available spaces during the Saturday PM peak hour.

No-Action Condition (2030)

In the No-Action Condition, the public parking demand within ¼-mile of the Development Site is expected to increase because of background growth. No additional on- or off-street public parking supply would be provided within ¼-mile of the Development Site in the No-Action Condition.

In the No-Action Condition, the available on- and off-street public parking would be at approximately 46, 50, 42, 68, and 104 percent utilization, with approximately 358, 335, 390, 215, and 0 available public parking spaces during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM periods, respectively.

Table 14-11: No-Action Condition Public Parking Supply and Utilization within ¼-Mile

Off-Street and On-Street Parking Utilization									Total Utilized Spaces	Total Percent Utilization
Off-Street and On-Street Parking Location	#3	#4	#5	#6	#7	#8	#9	#10		
Parking Supply	12	205	300	0	36	51	38	27	669	
Weekday Morning (7:00 AM - 10:00 AM)	1	167	7	0	22	49	39	26	311	46%
Weekday Midday (11:00 AM - 2:00 PM)	4	186	10	0	17	52	38	27	334	50%
Weekday Evening (4:00 PM - 7:00 PM)	10	156	6	4	19	25	34	25	279	42%
Saturday Midday (12:00 PM - 3:00 PM)	8	226	103	36	20	18	29	14	454	68%
Saturday Evening (4:00 PM - 7:00 PM)	18	260	281	75	12	17	20	10	693	104%

With-Action Condition (2030)

In the With-Action Condition, the Proposed Actions would provide 4,660 garage parking spaces on the Development Site for use by visitors and employees of the Proposed Facility, as well as for use by members of the general public. A 24-hour parking accumulation analysis was conducted for the Proposed Actions based on the project-generated trip estimates (see Table 14-3) and 24-hour temporal distributions. The 24-hour parking accumulation for the Proposed Actions, in comparison to the total proposed on-site garage parking supply, is shown in Table 14-12 and Table 14-13 for a typical weekday and Saturday, respectively.

Table 14-12: Project-Generated Hourly Parking Accumulation - Weekday

Time Period	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Restaurant	Event Space	Total Demand	Proposed Supply	Surplus
12:00 AM - 1:00 AM	2163	1337	236	0	0	3736	4660	924
1:00 AM - 2:00 AM	2008	1337	237	0	0	3582	4660	1078
2:00 AM - 3:00 AM	1827	1120	237	0	0	3184	4660	1476
3:00 AM - 4:00 AM	1670	887	237	0	0	2794	4660	1866
4:00 AM - 5:00 AM	1550	856	237	0	0	2643	4660	2017
5:00 AM - 6:00 AM	82	608	237	0	0	927	4660	3733
6:00 AM - 7:00 AM	120	670	237	0	0	1027	4660	3633
7:00 AM - 8:00 AM	220	499	236	0	0	955	4660	3705
8:00 AM - 9:00 AM	358	685	229	2	0	1274	4660	3386
9:00 AM - 10:00 AM	583	778	226	2	0	1589	4660	3071
10:00 AM - 11:00 AM	810	824	226	2	0	1862	4660	2798
11:00 AM - 12:00 PM	1057	855	226	55	0	2193	4660	2467
12:00 PM - 1:00 PM	1304	855	238	55	0	2452	4660	2208
1:00 PM - 2:00 PM	1454	871	234	75	0	2634	4660	2026
2:00 PM - 3:00 PM	1527	871	230	57	0	2685	4660	1975
3:00 PM - 4:00 PM	1669	871	226	57	0	2823	4660	1837
4:00 PM - 5:00 PM	1593	1104	227	62	0	2986	4660	1674
5:00 PM - 6:00 PM	1542	1212	233	79	0	3066	4660	1594
6:00 PM - 7:00 PM	1567	1305	227	96	109	3304	4660	1356
7:00 PM - 8:00 PM	1709	1150	230	96	295	3480	4660	1180
8:00 PM - 9:00 PM	1995	1305	231	60	427	4018	4660	642
9:00 PM - 10:00 PM	2266	1228	233	43	429	4199	4660	461
10:00 PM - 11:00 PM	2404	1243	236	28	225	4136	4660	524
11:00 PM - 12:00 AM	2300	1243	238	28	0	3809	4660	851

Table 14-13: Project-Generated Hourly Parking Accumulation - Saturday

Time Period	Gaming Facility Visitors	Gaming Facility Employees	Hotel	Restaurant	Event Space	Total Demand	Proposed Supply	Surplus
12:00 AM - 1:00 AM	2374	1337	227	0	0	3938	4660	722
1:00 AM - 2:00 AM	2005	1322	228	0	0	3555	4660	1105
2:00 AM - 3:00 AM	1621	1034	228	0	0	2883	4660	1777
3:00 AM - 4:00 AM	1211	610	228	0	0	2049	4660	2611
4:00 AM - 5:00 AM	479	489	228	0	0	1196	4660	3464
5:00 AM - 6:00 AM	120	141	228	0	0	489	4660	4171
6:00 AM - 7:00 AM	137	293	228	0	0	658	4660	4002
7:00 AM - 8:00 AM	218	81	227	0	0	526	4660	4134
8:00 AM - 9:00 AM	388	263	224	0	0	875	4660	3785
9:00 AM - 10:00 AM	577	384	221	0	0	1182	4660	3478
10:00 AM - 11:00 AM	813	459	221	25	0	1518	4660	3142
11:00 AM - 12:00 PM	1072	459	221	50	0	1802	4660	2858
12:00 PM - 1:00 PM	1379	459	221	74	0	2133	4660	2527
1:00 PM - 2:00 PM	1638	474	223	74	0	2409	4660	2251
2:00 PM - 3:00 PM	1860	474	220	74	0	2628	4660	2032
3:00 PM - 4:00 PM	2023	474	214	74	0	2785	4660	1875
4:00 PM - 5:00 PM	2113	928	214	123	178	3556	4660	1104
5:00 PM - 6:00 PM	2143	1019	214	148	178	3702	4660	958
6:00 PM - 7:00 PM	2143	1125	214	173	268	3923	4660	737
7:00 PM - 8:00 PM	2207	1019	217	173	409	4025	4660	635
8:00 PM - 9:00 PM	2414	1276	219	99	494	4502	4660	158
9:00 PM - 10:00 PM	2560	1215	222	25	498	4520	4660	140
10:00 PM - 11:00 PM	2710	1230	224	0	341	4505	4660	155
11:00 PM - 12:00 AM	2672	1245	226	0	219	4362	4660	298

Based on the 24-hour parking accumulation, peak parking demand for the Proposed Actions is anticipated to occur between 9:00 p.m. and 10:00 p.m. during the weekday evening period and between 9:00 p.m. and 10:00 p.m. during the Saturday evening period, when there is a demand of approximately 4,199 and 4,520 spaces for the typical weekday and Saturday conditions, respectively (see Table 14-12 and Table 14-13, respectively). In addition, the existing peak parking demand associated with the golf course operation of approximately 73 spaces on weekdays and Saturdays would be accommodated by the proposed on-site garage parking supply. As such, the projected peak parking demand associated with the Proposed Actions is anticipated to be accommodated by the proposed 4,660-space parking garage on-site. The excess parking supply provided by the proposed on-site garages would also be available for use by members of the general public.

In summary, with the formalization of on-street parking along a portion of Ring Road in the With-Action Condition, the available on-street public parking would be at approximately 41, 44, 37, 60, and 92 percent utilization, with approximately 443, 420, 475, 300, and 61 available public parking spaces during the weekday morning, weekday midday, weekday evening, Saturday midday, and Saturday evening periods, respectively (see Table 14-14). Therefore, the Proposed Actions would not result in a potentially significant public parking shortfall in the study area per *CEQR Technical Manual* criteria.

Table 14-14: With-Action Condition Public Parking Supply and Utilization within ¼-Mile

	Off-Street and On-Street Parking Locations								Total Occupied Spaces	Available Spaces	Total Percent Utilization
	3	4	5	6*	7	8	9	10			
Peak Period	12	205	300	85	36	51	38	27		754	
Weekday Morning (7:00 AM - 10:00 AM)	1	167	7	0	22	49	39	26	311	443	41%
Weekday Midday (11:00 AM - 2:00 PM)	4	186	10	0	17	52	38	27	334	420	44%
Weekday Evening (4:00 PM - 7:00 PM)	10	156	6	4	19	25	34	25	279	475	37%
Saturday Midday (12:00 PM - 3:00 PM)	8	226	103	36	20	18	29	14	454	300	60%
Saturday Evening (4:00 PM - 7:00 PM)	18	260	281	75	12	17	20	10	693	61	92%

*The Proposed Actions would provide on-street parking along a portion of Ring Road

14.7 Vehicular and Pedestrian Safety Evaluation

Crash data for the study area intersections were obtained from NYCDOT for the January 1, 2019 to December 31, 2019 and January 1, 2022 to December 31, 2023 periods. Table 14-15 summarizes the total number of reportable crashes, fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location. As shown, the intersections of Bruckner Boulevard and Zerega Avenue and Bruckner Boulevard and Brush Avenue are denoted as high crash locations because at least 48 reportable crashes occurred at these intersections within a consecutive 12-month period. It is important to note that currently ongoing capital improvements at the two intersections, specifically changes to the existing roadway geometry, are anticipated to promote safer turning maneuvers at the study intersections. Analysis of the 2022 and 2023 12-month periods indicate that the number of vehicular crashes that have occurred at the two intersections dropped below the threshold of 48 reportable crashes within a consecutive 12-month period. As such, with the anticipated capital improvements to the study network, the Proposed Actions are not expected to result in potentially significant vehicular safety concerns in the study area.

Table 14-15: Crash Data Analysis Summary

	Pedestrian Injury Crashes			Bicycle Injury Crashes			Combined Pedestrian & Bicycle Injury Crashes			Total Crashes		
Intersection	2019	2022	2023	2019	2022	2023	2019	2022	2023	2019	2022	2023
Lafayette Avenue & Hutchinson River Parkway	2	2	0	0	0	0	2	2	0	42	23	10
Schley Avenue & Hutchinson River Parkway	0	0	0	0	0	0	0	0	0	5	3	0
Bruckner Boulevard & Zerega Avenue	1	0	2	1	1	0	2	1	2	51	28	17
Bruckner Boulevard & Brush Avenue	2	2	0	0	0	0	2	2	0	56	21	17
Randall Avenue & Cross Bronx Expressway Extension	0	0	1	0	0	0	0	0	1	16	8	12
Lafayette Avenue & Cross Bronx Expressway Extension	0	1	0	1	0	0	1	1	0	5	4	1
Brush Avenue and Lafayette Avenue	1	1	0	1	0	0	2	1	0	16	6	2
Brush Avenue and Wenner Place	0	0	0	0	0	0	0	0	0	1	2	1
Brush Avenue and Rohr Place	0	0	1	0	0	0	0	0	1	0	1	2
Brush Avenue and Sengar Place	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	4	3	1	0	9	7	4	192	96	62

Note: Intersections that are shaded indicate the occurrence of 48 or more total reportable and non-reportable crashes and/or five or more pedestrian/bicyclists injury crashes in a 12-month period
Source: NYCDOT January 1, 2019 to December 31, 2019 and January 1, 2022 to December 31, 2023 crash data

Bruckner Boulevard and Zerega Avenue

Table 14-16 describes the vehicular crashes at the intersection of Bruckner Boulevard and Zerega Avenue during the 2019 12-month study period.

Table 14-16: Vehicle Crash Details – Bruckner Boulevard and Zerega Avenue (2019)

Intersection	Date	Crash Type			Action of First Vehicle	Action of Second Vehicle	Cause of Crash				
		Type	Injury	Fatality			Passing or Improper Lane Usage	Following Too Closely	Failure to Yield to Right of Way	Driver Inattention	Other
Bruckner Boulevard and Zerega Avenue	1/14/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	1/14/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	1/29/2019	Rear End	0	0	Going Straight Ahead	-					Unspecified
	1/30/2019	Side Swipe Same	0	0	Going Straight Ahead	-					Unspecified
	2/1/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead	X				
	2/5/2019	Rear End	1	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	2/13/2019	Side Swipe Same	0	0	Going Straight Ahead	Merging	X				
	2/20/2019	Side Swipe Same	0	0	Going Straight Ahead	Making Left Turn			X		Aggressive Driving
	3/4/2019	Right Turn	0	0	Making Right Turn	Going Straight Ahead					Unspecified
	3/4/2019	Other	0	0	Going Straight Ahead	-					Alcohol Involvement
	3/16/2019	Left Turn Opp	0	0	Making Left Turn	Going Straight Ahead					Unspecified
	3/21/2019	Side Swipe Same	0	0	Merging	Going Straight Ahead					Unspecified
	3/26/2019	Right Angle	1	0	Going Straight Ahead	Going Straight Ahead					Disregarded Traffic Control
	3/28/2019	Rear End	0	0	Stopped in Traffic	Going Straight Ahead		X		X	
	3/29/2019	Side Swipe Same	0	0	Going Straight Ahead	Merging					Unspecified
	4/12/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	4/20/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead	X				
	5/3/2019	Other	0	0	Merging	Going Straight Ahead					Obstructed view
	5/13/2019	Rear End	0	0	Stopped in Traffic	Going Straight Ahead				X	
	5/13/2019	Other	0	0	Going Straight Ahead	Going Straight Ahead	X				
	5/17/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead		X			
	5/18/2019	Side Swipe Opp	1	0	Going Straight Ahead	-					Unspecified
	5/22/2019	Right Turn	0	0	Making Right Turn	Making Right Turn				X	
	5/24/2019	Side Swipe Same	1	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	5/31/2019	Side Swipe Same	0	0	Passing	Stopped in Traffic				X	
	6/4/2019	Other	0	0	Slowing or Stopping	Stopped in Traffic					Alcohol Involvement
	6/5/2019	Rear End	0	0	Stopped in Traffic	Backing					Backing Unsafely
	6/6/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	7/4/2019	Rear End	0	0	Stopped in Traffic	Going Straight Ahead				X	Passenger Distraction
	7/8/2019	Rear End	0	0	Going Straight Ahead	Stopped in Traffic					
	7/9/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	7/16/2019	Other	1	0	Going Straight Ahead	-					Unspecified
	7/30/2019	Rear End	1	0	Stopped in Traffic	Going Straight Ahead		X		X	
	8/13/2019	Other	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	8/23/2019	Side Swipe Same	0	0	Making Right Turn	Making Right Turn					Unspecified
	9/9/2019	Rear End	0	0	Slowing or Stopping	Going Straight Ahead					Unspecified
	9/10/2019	Rear End	1	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	9/11/2019	Right Angle	1	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	9/14/2019	Right Turn	0	0	Making Right Turn	Making Right Turn					Unspecified
	9/17/2019	Side Swipe Same	0	0	Going Straight Ahead	Making Right Turn					Unspecified
	9/27/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	9/27/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	10/4/2019	Other	1	0	Making Left Turn	-			X		
	10/18/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	10/23/2019	Rear End	1	0	Starting in Traffic	Stopped in Traffic				X	
	11/19/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	11/25/2019	Other	0	0	Going Straight Ahead	-					Unspecified
	12/4/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	12/21/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	12/23/2019	Side Swipe Same	0	0	-	Going Straight Ahead					Unspecified
	12/23/2019	Side Swipe Same	0	0	Going Straight Ahead	-					Unspecified
						Total	4	3	2	7	

Bruckner Boulevard and Brush Avenue

Table 14-17 shows a detailed description of vehicular crashes at the intersection of Bruckner Boulevard and Brush Avenue during the 2019 12-month study period.

Table 14-17: Vehicle Crash Details – Bruckner Boulevard and Brush Avenue (2019)

Intersection	Date	Crash Type			Action of First Vehicle	Action of Second Vehicle	Cause of Crash				
		Type	Injury	Fatality			Passing or Improper Lane Usage	Following Too Closely	Failure to Yield to Right of Way	Driver Inattention	Other
Bruckner Boulevard and Brush Avenue	1/7/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	1/15/2019	Side Swipe Same	1	0	Changing Lanes	Going Straight Ahead	X				
	1/16/2019	Right Angle	0	0	Going Straight Ahead	Making U Turn					Unspecified
	1/16/2019	Side Swipe Opp	0	0	Going Straight Ahead	Going Straight Ahead		X			
	1/30/2019	Other	1	0	Making Left Turn	-					Unspecified
	1/30/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	1/31/2019	Left Turn	0	0	Making Left Turn	Going Straight Ahead					Unspecified
	2/1/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	2/8/2019	Other	0	0	Backing	Going Straight Ahead					Unspecified
	2/10/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	2/27/2019	Side Swipe Same	0	0	Merging	Merging					Unspecified
	3/7/2019	Right Angle	0	0	Going Straight Ahead	-					Unspecified
	3/14/2019	Rear End	0	0	Stopped in Traffic	Going Straight Ahead					Unspecified
	3/26/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead		X			
	3/28/2019	Rear End	0	0	Going Straight Ahead	Merging		X			
	4/6/2019	Rear End	0	0	Going Straight Ahead	Changing Lanes					Unspecified
	4/12/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	4/24/2019	Side Swipe Same	0	0	Going Straight Ahead	-					Unspecified
	4/30/2019	Side Swipe Same	1	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	5/10/2019	Other	0	0	Passing	Going Straight Ahead	X			X	
	5/17/2019	Rear End	0	0	Stopped in Traffic	Going Straight Ahead		X			
	5/21/2019	Side Swipe Same	0	0	Going Straight Ahead	Changing Lanes	X				
	5/22/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	5/23/2019	Side Swipe Same	0	0	Going Straight Ahead	Merging	X		X		
	5/28/2019	Head On	0	0	Going Straight Ahead	Going Straight Ahead					Aggressive Driving
	5/29/2019	Side Swipe Opp	0	0	Going Straight Ahead	Making Left Turn					Unspecified
	6/12/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	7/15/2019	Side Swipe Same	0	0	Going Straight Ahead	Merging					Unspecified
	7/24/2019	Side Swipe Same	0	0	Going Straight Ahead	Merging					Unspecified
	7/24/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	8/5/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	8/6/2019	Right Angle	0	0	Going Straight Ahead	-					Unspecified
	8/16/2019	Side Swipe Same	0	0	Changing Lanes	Going Straight Ahead	X				
	8/20/2019	Side Swipe Same	0	0	Merging	Merging					Unspecified
	8/22/2019	Rear End	2	0	Going Straight Ahead	Going Straight Ahead				X	
	8/23/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	9/4/2019	Other	1	0	Slowing or Stopping	-					Unspecified
	9/4/2019	Other	0	0	Going Straight Ahead	Making Left Turn				X	
	9/21/2019	Rear End	0	0	Stopped in Traffic	Going Straight Ahead		X		X	
	10/1/2019	Rear End	0	0	Merging	Going Straight Ahead					Unspecified
	10/3/2019	Other	0	0	Making U Turn	Going Straight Ahead					Unspecified
	10/7/2019	Side Swipe Same	1	0	Going Straight Ahead	Merging	X			X	
	10/18/2019	Rear End	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	10/19/2019	Side Swipe Same	0	0	Going Straight Ahead	Parked				X	
	10/21/2019	Other	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	11/1/2019	Side Swipe Same	0	0	Going Straight Ahead	Changing Lanes	X		X		
	11/4/2019	Rear End	1	0	Going Straight Ahead	Going Straight Ahead		X			
	11/6/2019	Side Swipe Same	0	0	Stopped in Traffic	Merging			X		Driver Inexperience
	11/7/2019	Other	0	0	Going Straight Ahead	Parked					Passenger Distraction
	11/12/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	11/29/2019	Rear End	1	0	Going Straight Ahead	Going Straight Ahead		X			
	12/9/2019	Other	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	12/9/2019	Other	2	0	Going Straight Ahead	Going Straight Ahead		X			
	12/18/2019	Side Swipe Same	0	0	Going Straight Ahead	Going Straight Ahead					Unspecified
	12/19/2019	Rear End	2	0	Going Straight Ahead	Going Straight Ahead		X			
	12/25/2019	Left Turn	0	0	Making Left Turn	-					Unspecified
						Total	7	9	3	6	