Chapter 17: Mitigation

A. INTRODUCTION

The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse impacts to result from the proposed project. Where such potential impacts have been identified—transportation—measures are examined to minimize or eliminate the anticipated impacts to the fullest extent practicable. These mitigation measures are discussed below. Areas in which the proposed project would result in significant adverse impacts that cannot be fully mitigated through reasonably practicable measures are discussed in Chapter 18, "Unavoidable Adverse Impacts."

In addition to the transportation mitigation measures described below, the proposed actions would include certain measures to ensure there would be no significant adverse impacts related to hazardous materials, as described in Chapter 7, "Hazardous Materials." The project sponsor will enter into a New York State Department of Environmental Conservation (NYSDEC) Restrictive Declaration (a legally enforceable recorded document) to ensure continued implementation of these measures. The project sponsor will also enter into a New York City Department of Environmental Protection (NYCDEP) Restrictive Declaration that is consistent with the NYSDEC measures.

B. TRANSPORTATION

As described in Chapter 11, "Transportation," the proposed project is expected to result in significant adverse traffic impacts at five intersections during the weekday midday peak hour, at six intersections during the weekday PM peak hour, and at seven intersections during the Saturday PM peak hour. Measures proposed to mitigate these significant adverse traffic impacts would encompass retiming/reconfiguring signal controls to increase green time for congested movements, lane restriping and changing parking regulations. With the proposed mitigation measures in place, unmitigated impacts would remain at one intersection, 20th Avenue and 86th Street, in 2013. In addition, the proposed mitigation measures would not conflict with existing Class 3 signed routes in the study area or NYCDOT's future plans to install "sharrow" roadway markings along these routes. The proposed mitigation measures are summarized in **Table 17-1** and discussed below.

SIGNALIZED INTERSECTIONS

WEEKDAY MIDDAY PEAK HOUR

Bay Parkway and Bath Avenue

A 13-second exclusive northbound/southbound left-turn phase is proposed to mitigate the significant adverse impact identified at this intersection for the Saturday PM peak hour. While only the eastbound approach at this intersection would be significantly impacted during the weekday midday peak hour, the mitigation measures proposed would include shifting 13 seconds of green time from the northbound/southbound phase to the new exclusive left-turn phase and 1 second of green time from the northbound/southbound phase to the eastbound/westbound phase.

Table 17-1
Recommended Mitigation Measures

Intersections	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday PM Peak Hour
Bay Parkway and 86th Street	NOT IMPACTED	NOT IMPACTED	Shift 4 seconds of green time from the NB/SB phase to the EB/WB phase. G A R East/West 35 3 2 North/South 45 3 2 Cycle Length 90 sec
Bay Parkway and Benson Avenue	NOT IMPACTED	Shift 2 seconds of green time from the NB/SB phase to the EB/WB phase. G A R East/West 33 3 2 North/South 77 3 2 Cycle Length 120 sec	Shift 1 second of green time from the NB/SB phase to the EB/WB phase. G A R East/West 27 3 2 North/South 53 3 2 Cycle Length 90 sec
Bay Parkway and Bath Avenue	Introduce a new 13-second exclusive NB/SB left-turn phase. Shift 13 seconds of green time from the NB/SB phase to the exclusive NB/SB left-turn phase. Also, shift 1 second of green time from the NB/SB phase to the EB/WB phase. G A R East/West 27 3 2 North/South-exclusive left 8 3 2 North/South 40 3 2 Cycle Length 90 sec	Introduce a new 13-second exclusive NB/SB left-turn phase. Shift 13 seconds of green time from the NB/SB phase to the exclusive NB/SB left-turn phase. Also, shift 2 seconds of green time from the NB/SB phase to the EB/WB phase. G A R East/West 33 3 2 North/South-exclusive left 8 3 2 North/South 64 3 2 Cycle Length 120 sec	Prohibit parking on the north curb of WB and south curb of EB Bath Avenue approaches for approximately 150 feet. Introduce a new 13-second exclusive NB/SB left-turn phase. Shift 12 seconds of green time from the NB/SB phase and 1 second of green time from the EB/WB phase to the exclusive NB/SB left-turn phase. G A R East/West 25 3 2 North/South-exclusive left 8 3 2 North/South 42 3 2 Cycle Length 90 sec
Bay Parkway and Cropsey Avenue	Restripe the EB approach with a 10-foot wide left-turn lane, a 12-foot wide thru lane, and a 13-foot wide right-turn lane. For the WB approach, shift the centerline 2 feet to the south and restripe with two 11-foot wide left-turn lanes, an 11-foot wide thru lane, and a 16-foot wide thru-right lane. Restripe the NB approach with a 10-foot wide left-turn lane, a 10-foot wide thru lane, and a 10-foot wide thru-right turn lane. For the SB approach, shift the centerline 2 feet to the east and restripe with a 10-foot wide left-turn lane, a 12-foot wide thru lane, and a 15-foot wide thru-right lane. Shift 3 seconds of green time from the NB/SB phase to the exclusive NB phase. G A R West 14 3 2 East/West 31 3 2 North 12 3 2 North/South 43 3 2 120 sec	Shift 5 seconds of green time from the NB/SB phase to the exclusive NB phase. G A R West 14 3 2 East/West 31 3 2 North 14 3 2 North/South 41 3 2 120 sec	Shift 1 second of green time from the EB/WB phase to the exclusive NB phase and shift 2 seconds of green time from the EB/WB phase to the NB/SB phase. G A R West 12 3 2 East/West 30 3 2 North 10 3 2 North/South 48 3 2 120 sec

Table 17-1 (cont'd)
Recommended Mitigation Measures

Intersections	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday PM Peak Hour
Bay Parkway and Belt Parkway EB Ramps	Restripe the SB approach with one 12-foot wide left-turn lane, one 10-foot wide left-through lane, and one 10-foot wide through lane.		
	Shift 1 second of green time from the EB phase to the exclusive SB phase.	Shift 2 seconds of green time from the EB phase to the exclusive SB phase.	Shift 3 seconds of green time from the EB phase to the exclusive SB phase and shift another 3 seconds of green time from the NB/SB phase to the exclusive SB phase.
	G A R East 36 3 2 Ped 8 North/South 34 3 2 South 27 3 2 Cycle Length 120 sec.	G A R East 35 3 2 Ped 8 North/South 34 3 2 South 28 3 2 Cycle Length 120 sec.	G A R East 34 3 2 Ped 8 North/South 31 3 2 South 32 3 2 Cycle Length 120 sec.
26th Avenue and Cropsey Avenue	Prohibit parking on the east curb of NB 26th Avenue for approximately 150 feet and re-stripe the NB approach with one 12-foot wide left-turn lane and one 12-foot wide through-right turn lane		
20th Avenue and 86th Street	UNMITIGATED	UNMITIGATED	UNMITIGATED

Note: Permanent improvement measures, such as restriping and signal phasing changes would be implemented for all analysis periods, including those that do not require these measures to alleviate significant adverse traffic impacts.

Bay Parkway and Cropsey Avenue

Various restriping of lanes at this intersection are proposed, including: (1) the eastbound approach restriped with a 10-foot wide left-turn lane, a 12-foot wide through lane, and a 13-foot wide right-turn lane; (2) the westbound approach restriped to shift the centerline 2 feet to the south and the approach restriped with two 11-foot left-turn lanes, an 11-foot wide through lane, and a 16-foot wide through-right lane; (3) the northbound approach restriped with a 10-foot wide left-turn lane, a 10-foot wide through lane, and a 10-foot wide through-right lane; and (4) the southbound approach restriped to shift the centerline 2 feet to the east and the approach restriped with a 10-foot wide left-turn lane, a 12-foot wide through lane, and a 15-foot wide through-right lane. In addition to the above, the significant adverse impacts at the westbound and northbound left-turn movements could be mitigated by shifting 3 seconds of green time from the northbound/southbound phase to the exclusive northbound phase.

Bay Parkway and Belt Parkway Eastbound Ramps

The significant adverse impact at the southbound defacto left-turn movement could be mitigated with lane restriping and signal retiming. Specifically, the southbound approach would be restriped with a 12-foot wide left-turn lane, a 10-foot wide left-through lane, and a 10-foot wide through lane. In addition, 1 second of green time from the eastbound phase would be shifted to the exclusive southbound phase.

Cropsey Avenue and 26th Avenue

The significant adverse impact at the northbound approach could be mitigated by approach daylighting and lane restriping. Specifically, parking would be prohibited on the east curb of the northbound approach for approximately 150 feet, and the approach would be restriped with a 12-foot wide left-turn lane and a 12-foot wide through-right lane.

20th Avenue and 86th Street

This intersection could not be mitigated due to the geometric constraints of the elevated subway line and the existence of metered parking spaces in front of active retail sites.

WEEKDAY PM PEAK HOUR

Bay Parkway and Benson Avenue

The significant adverse impact at the westbound approach could be mitigated by shifting 2 seconds of green time from the northbound/southbound phase to the eastbound/westbound phase.

Bay Parkway and Bath Avenue

A 13-second exclusive northbound/southbound left-turn phase is proposed to mitigate the significant adverse impact identified at this intersection for the Saturday PM peak hour. While only the eastbound and westbound approaches at this intersection would be significantly impacted during the weekday PM peak hour, the mitigation measures proposed would include shifting 13 seconds of green time from the northbound/southbound phase to the new exclusive left-turn phase and 2 seconds of green time from the northbound/southbound phase to the eastbound/westbound phase.

Bay Parkway and Cropsey Avenue

The significant adverse impacts at the eastbound right-turn and the northbound left-turn movements could be mitigated by imposing the same lane restriping described for the weekday midday peak hour and shifting 5 seconds of green time from the northbound/southbound phase to the exclusive northbound phase.

Bay Parkway and Belt Parkway eastbound ramps

The significant adverse impact at the southbound defacto left-turn movement could be mitigated by imposing the same restriping described for the weekday midday peak hour and shifting 2 seconds of green time from the eastbound phase to the exclusive southbound phase.

Cropsey Avenue and 26th Avenue

The significant adverse impact at the northbound approach could be mitigated by imposing the same restriping described for the weekday midday peak hour.

20th Avenue and 86th Street

This intersection could not be mitigated due to the geometric constraints of the elevated subway line and the existence of metered parking spaces in front of active retail sites.

SATURDAY PM PEAK HOUR

Bay Parkway and 86th Street:

The significant adverse impact at the eastbound approach could be mitigated by shifting 4 seconds of green time from the northbound/southbound phase to the eastbound/westbound phase.

Bay Parkway and Benson Avenue

The significant adverse impact at the westbound approach could be mitigated by shifting 1 second of green time from the northbound/southbound phase to the eastbound/westbound phase.

Bay Parkway and Bath Avenue

The significant adverse impacts at the eastbound approach, the westbound approach, and the northbound defacto left-turn movement could be mitigated by approach daylighting and signal retiming/reconfiguration. Specifically, parking would be prohibited on the north curb of the westbound approach and on the south curb of the eastbound approach for approximately 150 feet each to create an additional travel lane in each direction. A 13-second exclusive northbound/southbound left-turn phase would be added to accommodate the high projected northbound left-turn volumes. Overall, there would be a shift of 12 seconds of green time from the northbound/southbound phase and 1 second of green time from the eastbound/westbound phase to the new exclusive left-turn phase.

Bay Parkway and Cropsey Avenue

The significant adverse impacts at the westbound and northbound left-turn movements, as well as, the southbound through-right movements could be mitigated by imposing the same lane restriping described for the weekday midday peak hour and shifting 3 seconds of green time from the eastbound/westbound phase, 1 second to the exclusive northbound phase and 2 seconds to the northbound/southbound phase.

Bay Parkway and Belt Parkway eastbound ramps

The significant adverse impact at the southbound defacto left-turn movement could be mitigated by imposing the same restriping described for the weekday midday peak hour and shifting 3 seconds of green time from the eastbound phase and 3 seconds of green time from the northbound/southbound phase for a total of 6 seconds to the exclusive southbound phase.

Cropsey Avenue and 26th Avenue

The significant adverse impact at the northbound approach could be mitigated by imposing the same restriping described for the weekday midday peak hour.

20th Avenue and 86th Street

This intersection could not be mitigated due to the geometric constraints of the elevated subway line and the existence of metered parking spaces in front of active retail sites.

With the above mitigation measures in place, all the significantly impacted locations can be fully mitigated and would operate at the same or better service levels than the 2013 No Build condition, except for the intersection of 20th Avenue and 86th Street. The capacity analysis results are presented in **Tables 17-2** through **17-4**.

Table 17-2
2013 No Build, Build, and Build with Mitigation Conditions
Level of Service Analysis - Weekday Midday Peak Hour

Intersections	2013 No Build				2013 Build					2013 Build with Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections													
Bay Parkway and Bath Avenue													
Eastbound	LTR	0.80	44.0	D	LTR	0.85	49.4	D	+	LTR	0.82	44.7	D
Westbound	LTR	0.68	37.6	D	LTR	0.71	39.7	D		LTR	0.68	36.5	D
Northbound	LT	0.59	13.0	B	LT	0.66	14.5	B		L	0.32	13.1	B
	R	0.10	7.9	A	R	0.10	7.9	A		T	0.59	20.6	C
										R	0.14	15.4	B
Southbound	LTR	0.50	11.4	B	LTR	0.58	12.5	B		L	0.13	10.1	B
										TR	0.65	21.9	C
	Intersection		19.6	B	Intersection		21.2	C		Intersection		25.6	C
Bay Parkway and Cropsey Avenue													
Eastbound	L	0.11	35.3	D	L	0.12	35.5	D		L	0.12	35.5	D
	T	0.53	42.9	D	T	0.53	42.9	D		T	0.49	41.6	D
	R	0.78	44.1	D	R	0.83	48.1	D		R	0.83	46.4	D
Westbound	L	0.89	79.0	E	L	0.91	82.6	F	+	L	0.88	77.3	E
	TR	0.29	23.8	C	TR	0.39	25.4	C		TR	0.39	25.4	C
Northbound	L	1.15	139.7	F	L	1.14	134.0	F		L	0.98	79.4	E
	TR	0.61	23.4	C	TR	0.61	23.4	C		TR	0.62	23.7	C
Southbound	L	0.24	28.8	C	L	0.24	28.8	C		L	0.24	30.7	C
	TR	0.65	32.9	C	TR	0.77	36.8	D		TR	0.80	39.9	D
	Intersection		45.2	D	Intersection		45.6	D		Intersection		41.1	D
Bay Parkway and Belt Parkway Eastbound Ramps													
Eastbound	L	0.48	36.9	D	L	0.48	36.9	D		L	0.49	38.0	D
	LT	0.54	36.4	D	LT	0.58	37.3	D		LT	0.59	38.4	D
Northbound	T	0.25	33.8	C	T	0.25	33.8	C		T	0.25	33.8	C
	R	0.14	32.9	C	R	0.14	32.9	C		R	0.14	32.9	C
Southbound	DefL	0.74	33.3	C	DefL	1.00	62.7	E	+	DefL	0.92	44.5	D
	T	0.28	15.6	B	T	0.28	15.6	B		T	0.29	15.2	B
	Intersection		32.4	C	Intersection		45.9	D		Intersection		38.1	D
26th Avenue and Cropsey Avenue													
Eastbound	LTR	0.32	11.9	B	LTR	0.32	11.9	B		LTR	0.32	11.9	B
Westbound	LTR	0.39	12.6	B	LTR	0.39	12.7	B		LTR	0.39	12.7	B
Northbound	LTR	0.60	29.8	C	LTR	0.95	59.9	E	+	L	0.48	27.1	C
										TR	0.41	24.7	C
Southbound	LTR	0.26	22.8	C	LTR	0.28	23.2	C		LTR	0.29	23.4	C
	Intersection		16.8	B	Intersection		26.3	C		Intersection		16.8	B
20th Avenue and 86th Street													
Eastbound	LTR	0.92	46.1	D	LTR	1.00	64.7	E	+				
Westbound	LTR	0.45	17.3	B	LTR	0.45	17.3	B					
Northbound	LTR	0.66	30.5	C	LTR	0.66	30.7	C					
Southbound	LTR	0.92	53.4	D	LTR	0.95	58.2	E					
	Intersection		39.4	D	Intersection		47.2	D					

Notes:

L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn; LOS = Level of Service.

+ implies a significant adverse impact

Table 17-3
2013 No Build, Build, and Build with Mitigation Conditions
Level of Service Analysis - Weekday PM Peak Hour

Intersections	2013 No Build				2013 Build					2013 Build with Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections													
Bay Parkway and Benson Avenue													
Eastbound	LTR	0.62	47.6	D	LTR	0.62	47.6	D		LTR	0.57	43.9	D
Westbound	LTR	1.04	109.4	F	LTR	1.11	131.9	F	+	LTR	1.01	98.7	F
Northbound	LTR	0.62	13.8	B	LTR	0.68	15.2	B		LTR	0.70	16.9	B
Southbound	LTR	0.46	11.0	B	LTR	0.52	11.9	B		LTR	0.54	13.0	B
	Intersection		28.2	C	Intersection		31.1	C		Intersection		27.9	C
Bay Parkway and Bath Avenue													
Eastbound	LTR	0.95	77.7	E	LTR	1.00	91.3	F	+	LTR	0.93	73.1	E
Westbound	LTR	1.11	130.0	F	LTR	1.12	133.6	F	+	LTR	1.05	108.5	F
Northbound	LT	0.72	16.4	B	LT	0.79	19.3	B		L	0.42	15.2	B
	R	0.07	7.5	A	R	0.07	7.5	A		T	0.54	19.6	B
										R	0.09	14.1	B
Southbound	LTR	0.48	11.2	B	LTR	0.54	12.1	B		L	0.12	10.7	B
										TR	0.56	20.0-	B
	Intersection		36.9	D	Intersection		39.5	D		Intersection		36.8	D
Bay Parkway and Cropsey Avenue													
Eastbound	L	0.15	36.3	D	L	0.16	36.6	D		L	0.16	36.6	D
	T	0.48	41.6	D	T	0.48	41.6	D		T	0.45	40.5	D
	R	0.85	51.1	D	R	0.90	56.6	E	+	R	0.86	48.4	D
Westbound	L	0.76	66.0	E	L	0.78	67.0	E		L	0.75	64.6	E
	TR	0.33	24.5	C	TR	0.43	26.0	C		TR	0.43	26.0	C
Northbound	L	1.20	168.4	F	L	1.41	241.9	F	+	L	1.07	113.4	F
	TR	0.68	25.0	C	TR	0.68	25.0	C		TR	0.69	25.4	C
Southbound	L	0.38	35.0	D	L	0.38	35.0+	D		L	0.38	38.4	D
	TR	0.68	33.7	C	TR	0.78	37.3	D		TR	0.85	44.3	D
	Intersection		44.9	D	Intersection		50.9	D		Intersection		42.9	D
Bay Parkway and Belt Parkway Eastbound Ramps													
Eastbound	L	0.64	41.9	D	L	0.64	41.9	D		L	0.68	45.0	D
	LT	0.67	39.8	D	LT	0.71	41.0	D		LTR	0.75	44.0	D
Northbound	T	0.28	34.2	C	T	0.28	34.2	C		T	0.28	34.2	C
	R	0.13	32.8	C	R	0.13	32.8	C		R	0.13	32.8	C
Southbound	DefL	0.78	35.9	D	DefL	1.02	67.9	E	+	DefL	0.91	44.1	D
	T	0.33	16.3	B	T	0.33	16.3	B		T	0.33	15.3	B
	Intersection		34.9	C	Intersection		48.1	D		Intersection		39.7	D
26th Avenue and Cropsey Avenue													
Eastbound	LTR	0.33	12.0	B	LTR	0.33	12.0	B		LTR	0.33	12.0	B
Westbound	LTR	0.43	13.1	B	LTR	0.43	13.1	B		LTR	0.43	13.1	B
Northbound	LTR	0.72	34.1	C	LTR	1.04	82.4	F	+	L	0.46	26.7	C
										TR	0.52	26.8	C
Southbound	LTR	0.22	22.1	C	LTR	0.24	22.4	C		LTR	0.24	22.6	C
	Intersection		18.3	B	Intersection		34.1	C		Intersection		17.4	B
20th Avenue and 86th Street													
Eastbound	LTR	0.89	46.2	D	LTR	0.97	61.0	E	+				
Westbound	LTR	0.48	22.3	C	LTR	0.49	22.4	C					
Northbound	LTR	0.68	37.8	D	LTR	0.69	38.1	D					
Southbound	LTR	0.85	49.9	D	LTR	0.87	52.2	D					
	Intersection		40.4	D	Intersection		46.2	D					

Notes:
L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn; LOS = Level of Service.
+ implies a significant adverse impact

Table 17-4
2013 No Build, Build, and Build with Mitigation Conditions
Level of Service Analysis - Saturday Peak Hour

Intersections	2013 No Build				2013 Build					2013 Build with Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections													
Bay Parkway and 86th Street													
Eastbound	TR	0.86	45.5	D	TR	1.02	77.0	E	+	TR	0.90	46.7	D
Westbound	TR	0.77	37.0	D	TR	0.77	37.0	D		TR	0.68	29.2	C
Northbound	TR	0.48	13.6	B	TR	0.54	14.6	B		TR	0.59	17.7	B
Southbound	TR	0.49	13.7	B	TR	0.56	14.9	B		TR	0.61	18.1	B
	Intersection		23.1	C	Intersection		28.9	C		Intersection		24.6	C
Bay Parkway and Benson Avenue													
Eastbound	LTR	0.67	37.9	D	LTR	0.67	37.9	D		LTR	0.64	35.4	D
Westbound	LTR	1.10	107.5	F	LTR	1.15	123.9	F	+	LTR	1.10	106.6	F
Northbound	LTR	0.63	13.9	B	LTR	0.77	18.0	B		LTR	0.79	19.5	B
Southbound	LTR	0.48	11.1	B	LTR	0.59	12.7	B		LTR	0.60	13.4	B
	Intersection		33.2	C	Intersection		36.1	D		Intersection		33.7	C
Bay Parkway and Bath Avenue													
Eastbound	LTR	1.12	111.9	F	LTR	1.21	146.4	F	+	LTR	1.08	97.2	F
Westbound	LTR	1.11	108.4	F	LTR	1.12	110.6	F		LTR	0.99	69.7	E
Northbound	DefL	1.09	99.7	F	DefL	1.46	251.7	F	+	L	1.08	94.5	F
	T	0.71	16.7	B	T	0.82	21.7	C		T	0.56	18.7	B
	R	0.05	7.5	A	R	0.05	7.5	A		R	0.06	13.5	B
Southbound	LTR	0.54	11.9	B	LTR	0.66	13.9	B		L	0.15	9.6	A
										TR	0.71	22.0	C
	Intersection		54.3	D	Intersection		71.5	E		Intersection		46.1	D
Bay Parkway and Cropsey Avenue													
Eastbound	L	0.08	33.2	C	L	0.10	34.5	C		L	0.12	37.7	D
	T	0.67	45.9	D	T	0.67	45.9	D		T	0.69	48.8	D
	R	0.60	33.7	C	R	0.67	36.2	D		R	0.74	42.3	D
Westbound	L	1.07	121.8	F	L	1.10	133.4	F	+	L	1.06	120.2	F
	TR	0.57	28.6	C	TR	0.77	34.5	C		TR	0.82	39.0	D
Northbound	L	1.22	163.4	F	L	1.34	219.2	F	+	L	1.20	162.2	F
	TR	0.62	23.4	C	TR	0.62	23.4	C		TR	0.60	21.3	C
Southbound	L	0.22	28.3	C	L	0.22	28.3	C		L	0.20	26.1	C
	TR	0.78	37.2	D	TR	0.96	53.6	D	+	TR	0.89	42.5	D
	Intersection		47.7	D	Intersection		56.4	E		Intersection		50.2	D
Bay Parkway and Belt Parkway Eastbound Ramps													
Eastbound	L	0.52	38.0	D	L	0.52	38.0	D		L	0.57	41.6	D
	LT	0.58	37.4	D	LT	0.65	39.1	D		LT	0.70	43.0	D
Northbound	T	0.52	38.2	D	T	0.52	38.2	D		T	0.57	41.5	D
	R	0.30	36.0	D	R	0.30	36.0	D		R	0.34	39.4	D
Southbound	DefL	0.63	34.1	C	DefL	1.09	94.5	F	+	DefL	0.89	42.7	D
	T	0.62	21.8	C	T	0.62	21.8	C		T	0.61	20.0	C
	Intersection		33.2	C	Intersection		54.6	D		Intersection		38.1	D
26th Avenue and Cropsey Avenue													
Eastbound	LTR	0.44	13.2	B	LTR	0.44	13.2	B		LTR	0.44	13.2	B
Westbound	LTR	0.72	18.1	B	LTR	0.72	18.1	B		LTR	0.72	18.1	B
Northbound	LTR	0.76	36.6	D	LTR	1.47	253.8	F	+	L	0.82	43.9	D
										TR	0.57	27.9	C
Southbound	LTR	0.23	22.3	C	LTR	0.23	22.4	C		LTR	0.27	23.2	C
	Intersection		19.9	B	Intersection		78.6	E		Intersection		21.6	C
20th Avenue and 86th Street													
Eastbound	LTR	1.10	90.6	F	LTR	1.26	150.9	F	+				
Westbound	LTR	0.65	22.4	C	LTR	0.65	22.5	C					
Northbound	LTR	0.78	38.9	D	LTR	0.79	40.6	D					
Southbound	LTR	0.65	30.2	C	LTR	0.69	31.5	C					
	Intersection		55.1	E	Intersection		83.6	F					

Notes:

L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn; LOS = Level of Service.

+ implies a significant adverse impact

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