# Appendix E: Transportation

**Appendix E1 – Transportation Planning Factors and Travel Demand Forecast Memorandum**

**Appendix E2 – Level of Service (LOS) Tables and Parking Regulations**

This page is intentionally left black

# Appendix E1: Transportation Planning Factors and Travel Demand Forecast Memorandum

This page is intentionally left black

This page is intentionally left black

**To:** NYCDCP
**From:** STV Incorporated
**Date:** August 29, 2016
**Project:** Jerome Avenue Rezoning EIS
**Reference:** Transportation Planning Factors and Travel Demand Forecast

---

This memorandum summarizes the transportation planning factors to be considered for analyses of traffic, parking, transit, and pedestrian conditions for the *Jerome Avenue Rezoning EIS.* Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

## PROPOSED ACTIONS

The Proposed Actions include zoning map amendments and zoning text amendments affecting approximately 73 blocks in the Bronx. The rezoning area includes portions of the University Heights, Fordham, Morris Heights, Mount Hope, Mount Eden, and Highbridge neighborhoods in Community Districts 4, 5, and 7, along an approximately two-mile street of Jerome Avenue between Fordham Road to the north and Mullaly Park to the south (see **Figure 1**). The rezoning area is currently zoned with a mix of residential, commercial, and light manufacturing zoning districts.

## THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

A RWCDS for both "future without the proposed actions" (No-Action) and "future with the proposed actions" (With-Action) conditions is analyzed for an analysis year of 2026 in order to assess the potential effects of the Proposed Actions. Likely development sites were identified and divided into two categories: projected development sites and potential development sites to develop a reasonable estimate of future growth. The projected development sites are those considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the 2026 analysis year), while potential sites are considered less likely to be developed over the same period. Only projected development sites are considered for the purposes of the transportation analyses. **Table 1** lists the total anticipated No-Action and With-Action land uses on projected development sites in 2026 under the RWCDS.

Overall, the rezoning area encompasses approximately 73 blocks and includes a total of 45 projected development sites (see **Figure 1**). The projected development sites were grouped into a total of five "clusters" for travel demand forecasting and trip assignment purposes. These clusters were defined based on the rezoning area roadway network characteristics and the likely travel routes of vehicle trips to and from the development sites. The location of each cluster is shown on **Figure 1**, and the projected development sites included in each cluster are listed in **Table 2**.

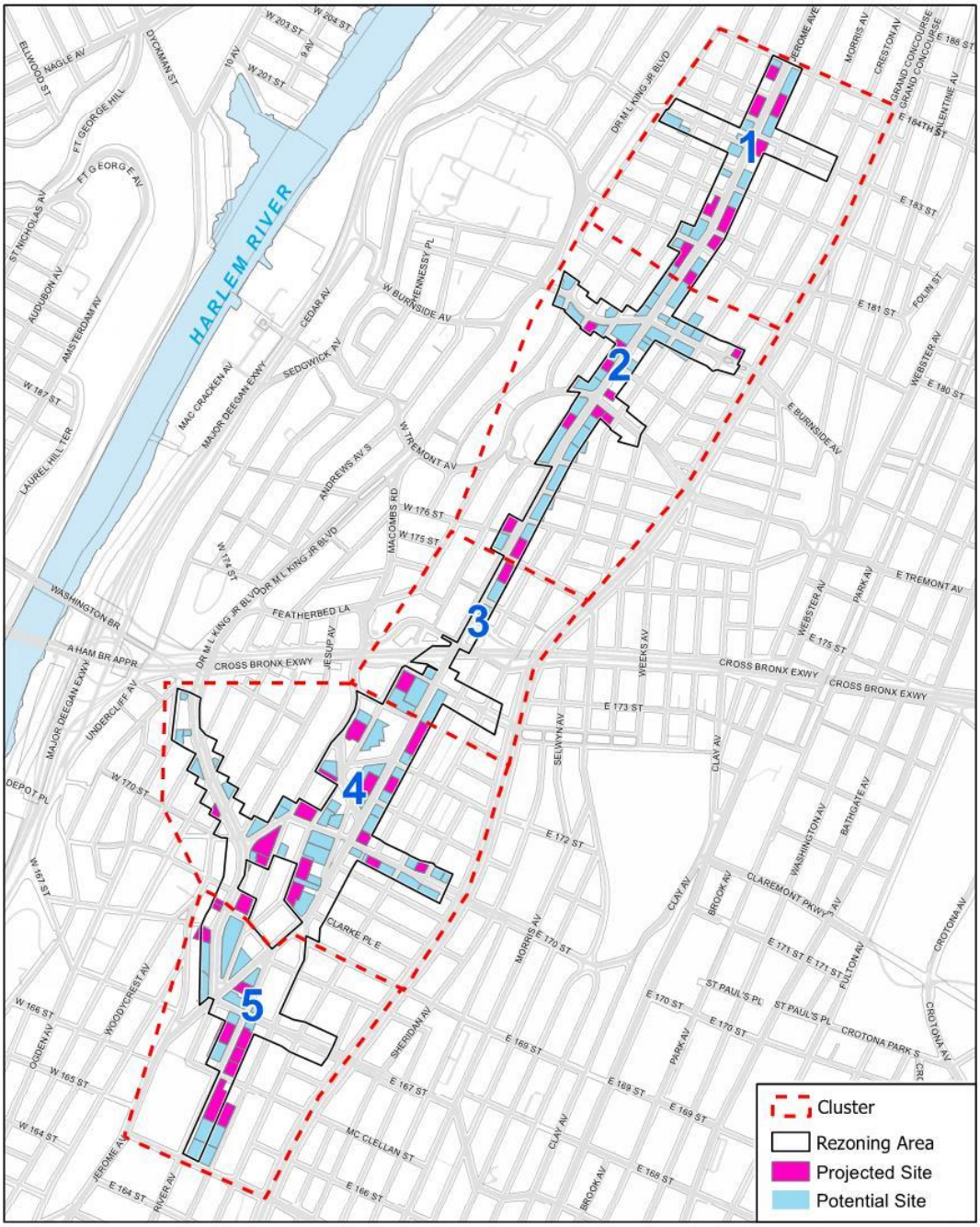



Figure 1

**TRAFFIC STUDY AREAS**

**Table 1: 2026 RWCDS No-Action and With-Action Land Uses**

| Land Use | No-Action Condition | With-Action Condition | No-Action to With-Action Increment |
|---|---|---|---|
| **Residential** | | | |
| ***Total Residential*** | ***894,761 sf (780 DU)*** | ***4,162,049 sf (4,030 DU)*** | ***+ 3,267,288 sf (+ 3,250 DU)*** |
| **Commercial** | | | |
| Local Retail | 207,719 sf | 415,799 sf | + 208,080 sf |
| Regional Retail | 0 sf | 42,826 sf | + 42,826 sf |
| FRESH Supermarket | 28,405 sf | 51,562 sf | + 23,157 sf |
| Restaurant | 2,260 sf | 13,891 sf | + 11,631 sf |
| Auto Repair | 86,784 sf | 0 sf | - 86,784 sf |
| Auto Dealership | 11,218 sf | 0 sf | - 11,218 sf |
| Office | 4,818 sf | 44,105 sf | + 39,287 sf |
| Warehouse | 168,650 sf | 0 sf | - 168,650 sf |
| Garage | 22,154 sf | 0 sf | - 22,154 sf |
| Gas Station | 600 sf | 0 sf | - 600 sf |
| ***Total Commercial*** | ***532,608 sf*** | ***568,183 sf*** | ***+ 35,575 sf*** |
| **Community Facility** | | | |
| Medical Office | 6,000 sf | 8,500 sf | + 2,500 sf |
| House of Worship | 36,120 sf | 53,896 sf | + 17,776 sf |
| Day Care Center | 2,016 sf | 23,099 sf | + 21,083 sf |
| Pre-K School | 15,800 sf | 15,800 sf | 0 sf |
| Community Center | 0 sf | 53,896 sf | + 53,896 sf |
| Transitional Housing | 22,983 sf | 0 sf | -22,983 sf |
| ***Total Community Facility*** | ***82,919 sf*** | ***155,191 sf*** | ***+ 72,272 sf*** |
| **Other Uses** | | | |
| Light Industrial | 47,795 sf | 0 sf | - 47,795 sf |
| ***Total Floor Area*** | **1,558,083 sf** | **4,885,423 sf** | **+3,327,340 sf** |
| **Parking** | | | |
| Parking Spaces | 99 | 0 | -99 |

**Table 2: Transportation Analysis Development Clusters**

| Cluster | Projected Development Sites |
|---|---|
| 1 | 1-9 |
| 2 | 10-19 |
| 3 | 20-21 |
| 4 | 22-36 |
| 5 | 37-45 |

**PRELIMINARY TRANSPORTATION PLANNING FACTORS**

The transportation planning factors proposed for use in forecasting travel demand for the Proposed Actions (expressed as land uses) are summarized in **Table 3** and discussed below[1]. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were based on those cited in the 2014 *CEQR Technical Manual*, factors developed for recent environmental reviews, 2010-2014 American Community Survey ("ACS") journey-to-work data, and American Association of State Highway and Transportation Officials Census Transportation Planning Products (AASHTO CTPP) data. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday and Saturday midday peak hours (typical peak periods for retail demand).

## *Residential*

The residential travel demand forecasts are based on person trip and truck trip generation rates and temporal distributions cited in the *CEQR Technical Manual* and approved for use. The directional in/out splits are based on data from the *Webster Avenue Rezoning EIS,* which relates to a nearby rezoning.

It is noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and therefore do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. As documented in the *East New York Rezoning* EIS, both national data from USDOT-FHWA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council and the North Jersey Transportation Planning Authority indicate that average vehicle occupancy rates for all auto trips are more than 1.4 times the average vehicle occupancy rates for auto trips to and from work. As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data are adjusted by a multiplicative factor of 1.4 for the weekday midday peak hour to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work are conservatively applied to all auto trips in these peak travel hours.

[1] The No-Action garage floor area is an accessory to other uses and is not expected to generate additional vehicle trips independent of these uses. It is, therefore, not reflected in the travel demand forecast as an independent use.

## Table 3: Transportation Planning Factors

| Land Use | Local Retail | | Regional Retail | | Office | | Residential | | Restaurant (sit-down) | | Light Industrial | | Auto Repair | | Auto Dealership | | Warehouse | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | gsf | | gsf | | gsf | | DU | | gsf | | gsf | | gsf | | gsf | | gsf | |
| **Trip Generation** | (1) | | (1) | | (1) | | (1) | | (17) | | (10, 11) | | (2) | | (18) | | (19) | |
| Weekday | 205 | | 78.2 | | 18 | | 8.075 | | 173 | | 11.5 | | 19.42 | | 45.6 | | 4.9 | |
| Saturday | 240 | | 92.5 | | 3.9 | | 9.6 | | 181 | | 1.7 | | 19.42 | | 28.8 | | 1.7 | |
| | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per DU | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | |
| **Temporal Distribution** | (1) | | (1) | | (1) | | (1) | | (17) | | (10, 12) | | (2) | | (7,18) | | (9,19) | |
| AM | 3.0% | | 3.0% | | 12.0% | | 10.0% | | 0.9% | | 13.0% | | 13.2% | | 6.1% | | 8.4% | |
| MD | 19.0% | | 9.0% | | 15.0% | | 5.0% | | 6.2% | | 10.0% | | 11.0% | | 12.0% | | 14.0% | |
| PM | 10.0% | | 9.0% | | 14.0% | | 11.0% | | 8.3% | | 14.0% | | 14.2% | | 7.8% | | 8.9% | |
| Sat MD | 10.0% | | 11.0% | | 17.0% | | 8.0% | | 11.0% | | 10.0% | | 11.0% | | 14.1% | | 10.6% | |
| **Modal Splits** | (2) | | (4) | | (4) | | (5) | | (17) | | (4) | | (2) | | (7) | | (4) | |
| Auto | 3.0% | | 37.0% | | 37.0% | | 19.3% | | 25.0% | | 37.0% | | 85.0% | | 100.0% | | 37.0% | |
| Taxi | 2.0% | | 2.0% | | 2.0% | | 1.8% | | 20.0% | | 2.0% | | 5.0% | | 0.0% | | 2.0% | |
| Bus | 10.0% | | 21.0% | | 21.0% | | 15.4% | | 5.0% | | 21.0% | | 1.0% | | 0.0% | | 21.0% | |
| Subway | 5.0% | | 21.0% | | 21.0% | | 49.2% | | 30.0% | | 21.0% | | 1.0% | | 0.0% | | 21.0% | |
| Railroad | 0.0% | | 1.0% | | 1.0% | | 2.9% | | 0.0% | | 1.0% | | 0.0% | | 0.0% | | 1.0% | |
| Walk/Other | 80.0% | | 18.0% | | 18.0% | | 11.4% | | 20.0% | | 18.0% | | 8.0% | | 0.0% | | 18.0% | |
| | (2) | | (3) | | (2) | | (2) | | (2,17) | | (10, 12) | | (2) | | (7,18) | | (9,19) | |
| **In/Out Splits** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | 50% | 50% | 52% | 48% | 96% | 4% | 15% | 85% | 94% | 6% | 88% | 12% | 65% | 35% | 74% | 26% | 79% | 21% |
| MD | 50% | 50% | 52% | 48% | 39% | 61% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% |
| PM | 50% | 50% | 52% | 48% | 5% | 95% | 70% | 30% | 67% | 33% | 12% | 88% | 50% | 50% | 39% | 61% | 25% | 75% |
| Sat MD | 50% | 50% | 52% | 48% | 60% | 40% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 51% | 49% | 64% | 36% |
| | | | | | | | (2, 5, 6) | | | | | | | | | | | |
| **Vehicle Occupancy** | (2) | | (3) | | (2,4) | | AM/PM | MD/Sat | (17) | | (10) | | (2) | | (7) | | (9,19) | |
| Auto | 1.60 | | 2.20 | | 1.13 | | 1.21 | 1.69 | 2.20 | | 1.65 | | 1.30 | | 1.30 | | 1.30 | |
| Taxi | 1.20 | | 2.00 | | 1.40 | | 1.4 | 1.4 | 2.30 | | 1.40 | | 1.30 | | 1.50 | | 2.00 | |
| **Truck Trip Generation** | (1) | | (3) | | (1) | | (1) | | (17) | | (10, 13) | | (2) | | (7) | | (9) | |
| Weekday | 0.35 | | 0.35 | | 0.32 | | 0.06 | | 3.60 | | 0.52 | | 0.89 | | 0.15 | | 0.67 | |
| Saturday | 0.04 | | 0.35 | | 0.01 | | 0.02 | | 3.60 | | 0.03 | | 0.05 | | 0.15 | | 0.03 | |
| **Temporal Distribution** | (1) | | (3) | | (1) | | (1) | | (2,17) | | (10, 12) | | (2) | | (7) | | (9) | |
| AM | 8.0% | | 8.0% | | 10.0% | | 12.0% | | 6.0% | | 12.0% | | 14.0% | | 9.6% | | 14.0% | |
| MD | 11.0% | | 11.0% | | 11.0% | | 9.0% | | 6.0% | | 9.0% | | 9.0% | | 11.0% | | 9.0% | |
| PM | 2.0% | | 2.0% | | 2.0% | | 2.0% | | 1.0% | | 2.0% | | 1.0% | | 1.0% | | 1.0% | |
| Saturday | 11.0% | | 11.0% | | 11.0% | | 9.0% | | 6.0% | | 9.0% | | 9.0% | | 11.0% | | 9.0% | |
| **In/Out Splits** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM/MD/PM/Sat | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2014.
(2) Based on data from *Webster Avenue Rezoning EIS*, 2011.
(3) Based on data from *East Fordham Road Rezoning EIS*, 2013.
(4) RJTW based on CTTP 2006-2010 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(5) JTW based on CTTP 2010-2014 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(6) Midday and Saturday auto occupancy determined by applying a multiplier (1.4) to the AM/PM rate based on *East New York Rezoning EIS*, 2015.
(7) Based on data from *East New York Rezoning EIS*, 2015.
(8) Based on ITE's *Trip Generation Manual* rate for High-Turnover (Sit-Down) Restaurant (932) & Fast-Food Restaurant with Drive-Through (934).
(9) Based on data from *Lower Concourse Rezoning EIS*, 2009.
(10) *Crotona Park East / West Farms Rezoning EIS*, 2011.
(11) Saturday rate based on ITE's *Trip Generation Manual* (8th Edition) average rate proportion between weekday and Saturday
(12) Assumes weekday midday temporal distribution and in/out splits for Saturday midday.
(13) Assumes 5 percent of weekday truck trip generation rate (consistent with Lower Concourse Rezoning EIS assumptions for Manufacturing and Warehousing land uses).
(14) Assumed to be the same as Restaurant land use for *Webster Avenue Rezoning EIS*, 2011.
(15) Based on data for Covenant House from *NYCT - Number 7 Extension Project EIS*, 2003.
(16) Saturday trip rate based on ration between Saturday and weekday rates for Residential lane use. Similarly, Saturday temporal distribution based on weekday versus Saturday midday Residential proportion.
(17) Based on data from *Pier 57 Redevelopment Project EIS*, 2013.
(18) Based on ITE's *Trip Generation Manual* rate for Auto Dealership (841).
(19) Based on ITE's *Trip Generation Manual* rate for Warehousing (150).

## Table 3 (continued): Transportation Planning Factors

| Land Use | FRESH (Supermarket) | Pre-K (Student) | Pre-K (Staff) | Pre-K (Parent) | Day Care Center | Community Center | Medical Office (Clinic) | Gas Station (With Store) | Transitional Housing (Shelter) | House of Worship |
|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | gsf | students | staff | parents | gsf | gsf | gsf | gsf | beds | gsf |
| **Trip Generation** | (7) | (7) | (7) | (7) | (7) | (2) | (7) | (9) | (15, 16) | (7) |
| Weekday | 205 | 2 | 2 | 4 | 33 | 48 | 127 | 90 | 4.75 | 19.18 |
| Saturday | 271 | 0 | 0 | 0 | 2 | 19 | 127 | 90 | 5.65 | 21.83 |
| | per 1,000 sf | per student | per staff | per parent | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf |
| **Temporal Distribution** | (7) | (7) | (7) | (7) | (7) | (2) | (7) | (9) | (15, 16) | (7) |
| AM | 3.0% | 50.0% | 50.0% | 50.0% | 16.0% | 7.1% | 4.0% | 6.2% | 7.0% | 7.9% |
| MD | 12.0% | 0.0% | 0.0% | 0.0% | 5.0% | 10.0% | 11.0% | 5.5% | 3.0% | 4.0% |
| PM | 10.0% | 5.0% | 5.0% | 5.0% | 19.0% | 7.2% | 12.0% | 8.2% | 10.0% | 7.2% |
| Sat MD | 12.0% | 0.0% | 0.0% | 0.0% | 12.0% | 14.2% | 11.0% | 5.5% | 4.8% | 15.8% |
| **Modal Splits** | (7) | (5) | (4) | (5) | (7) | (2) | (7) | (9) | (15) | (7) |
| Auto | 4.0% | 18.6% | 37.0% | 18.6% | 5.0% | 5.0% | 30.0% | 100.0% | 2.0% | 5.0% |
| Taxi | 3.0% | 1.6% | 2.0% | 1.6% | 1.0% | 1.0% | 2.0% | 0.0% | 1.0% | 1.0% |
| Bus | 5.0% | 15.3% | 21.0% | 15.3% | 6.0% | 6.0% | 18.0% | 0.0% | 1.0% | 3.0% |
| Subway | 5.0% | 50.7% | 21.0% | 50.7% | 3.0% | 3.0% | 33.0% | 0.0% | 2.0% | 6.0% |
| Railroad | 0.0% | 2.5% | 1.0% | 2.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Walk/Other | 83.0% | 11.3% | 18.0% | 11.3% | 85.0% | 85.0% | 17.0% | 0.0% | 94.0% | 85.0% |
| | (7) | (7) | (7) | (7) | (7) | (2) | (7) | (9) | (15) | (7) |
| **In/Out Splits** | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out |
| AM | 45% 55% | 100% 0% | 100% 0% | 50% 50% | 53% 47% | 61% 39% | 89% 11% | 50% 50% | 15% 85% | 54% 46% |
| MD | 46% 54% | 0% 0% | 0% 0% | 0% 0% | 50% 50% | 55% 45% | 51% 49% | 50% 50% | 50% 50% | 50% 50% |
| PM | 47% 53% | 0% 100% | 0% 100% | 50% 50% | 47% 53% | 29% 71% | 48% 52% | 50% 50% | 70% 30% | 52% 48% |
| Sat MD | 46% 54% | 0% 0% | 0% 0% | 0% 0% | 47% 53% | 49% 51% | 41% 59% | 50% 50% | 50% 50% | 71% 29% |
| | | | | | | | (7) | (9) | (9) | (7) |
| **Vehicle Occupancy** | (7) | (5, 7) | (4, 7) | | (7) | (2) | Weekday Sat | Weekday Sat | Weekday Sat | Weekday Sat |
| Auto | 1.65 | 1.22 | 1.13 | N/A | 1.65 | 1.65 | 1.50 1.50 | 1.00 1.00 | 1.50 1.50 | 1.65 1.65 |
| Taxi | 1.40 | 1.30 | 1.40 | N/A | 1.40 | 1.40 | 1.50 1.50 | 1.00 1.00 | 1.50 1.50 | 1.40 1.40 |
| **Truck Trip Generation** | (7) | (7) | | | (7) | (2) | (7) | (9) | (9) | (7) |
| Weekday | 0.35 | 0.03 | N/A | N/A | 0.07 | 0.29 | 0.29 | 0.35 | 0.06 | 0.29 |
| Saturday | 0.04 | 0.03 | N/A | N/A | 0.00 | 0.01 | 0.29 | 0.02 | 0 | 0.29 |
| **Temporal Distribution** | (7) | (7) | | | (7) | (2) | (7) | (9) | (9) | (7) |
| AM | 10.0% | 9.6% | N/A | N/A | 9.6% | 9.6% | 3.0% | 7.7% | 12.2% | 9.6% |
| MD | 8.0% | 11.0% | N/A | N/A | 11.0% | 11.0% | 11.0% | 11.0% | 8.7% | 11.0% |
| PM | 5.0% | 1.0% | N/A | N/A | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Saturday | 10.0% | 0.0% | N/A | N/A | 0.0% | 11.0% | 0.0% | 11.0% | 0.0% | 0.0% |
| **In/Out Splits** | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out |
| AM/MD/PM/Sat | 50.0% 50.0% | 50.0% 50.0% | N/A N/A | N/A N/A | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% |

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2014.
(2) Based on data from *Webster Avenue Rezoning EIS*, 2011.
(3) Based on data from *East Fordham Road Rezoning EIS*, 2013.
(4) RJTW based on CTTP 2006-2010 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and
(5) JTW based on CTTP 2010-2014 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(6) Midday and Saturday auto occupancy determined by applying a multiplier (1.4) to the AM/PM rate based on *East New York Rezoning EIS*,
(7) Based on data from *East New York Rezoning EIS*, 2015.
(8) Based on ITE's *Trip Generation Manual* rate for High-Turnover (Sit-Down) Restaurant (932) & Fast-Food Restaurant with Drive-Through (934).
(9) Based on data from *Lower Concourse Rezoning EIS*, 2009.
(10) *Crotona Park East / West Farms Rezoning EIS*, 2011.
(11) Saturday rate based on ITE's *Trip Generation Manual* (8th Edition) average rate proportion between weekday and
(12) Assumes weekday midday temporal distribution and in/out splits for Saturday
(13) Assumes 5 percent of weekday truck trip generation rate (consistent with Lower Concourse Rezoning EIS assumptions for Manufacturing and Warehousing land
(14) Assumed to be the same as Restaurant land use for *Webster Avenue Rezoning EIS*, 2011.
(15) Based on data for Covenant House from *NYCT - Number 7 Extension Project EIS*, 2003.
(16) Saturday trip rate based on ration between Saturday and weekday rates for Residential lane use. Similarly, Saturday temporal distribution based on weekday versus Saturday midday Residential
(17) Based on data from *Pier 57 Redevelopment Project EIS*, 2013.
(18) Based on ITE's *Trip Generation Manual* rate for Auto Dealership (841).
(19) Based on ITE's *Trip Generation Manual* rate for Warehousing (150).

Residential-based trips in the weekday midday peak hour more likely would be local, compared to non-local trips made during the commuter peak hours (and local trips would be expected to have a higher walk share, for example). However, modal splits based on the ACS journey-to-work data are conservatively assumed for all periods.

## *Local Retail*

The trip generation rates and temporal distributions for local retail uses are based on data from the *CEQR Technical Manual.* The modal and directional in/out splits and vehicle occupancy rates are based on data from the *Webster Avenue Rezoning EIS.* Truck trip generation rates and temporal distributions are based on data from the *CEQR Technical Manual.* For the purposes of the travel demand forecast, it is assumed that ten percent of all local retail trips would be linked trips, with multiple destinations within the rezoning area, as permitted according to the *CEQR Technical Manual*. FRESH supermarkets are proposed for the rezoning area and the trip generator factors were based on the *East New York Rezoning EIS*. The gas station trip generator factors were based on the *Lower Concourse Rezoning EIS*.

## *Regional Retail*

The trip generation rates and temporal distributions for regional retail uses are based on data from the *CEQR Technical Manual.* The modal splits are based on reverse journey-to-work data and directional in/out splits, and vehicle occupancy rates are based on data from the *East Fordham Road Rezoning EIS.* Truck trip generation rates and temporal distributions were also based on data from the *East Fordham Road Rezoning EIS.*

## *Non-Retail Commercial Uses*

Non-retail commercial land uses within the rezoning area in the No-Action and/or With-Action conditions include office, restaurant, and auto-related uses (auto repair, auto sales, gas station). As shown in **Table 3**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, ITE's *Trip Generation Manual* (8th Edition), the *Webster Avenue Rezoning EIS, East New York Rezoning EIS*, *Lower Concourse Rezoning EIS,* and AASHTO CTPP reverse journey-to-work data for workers in the census tracts in the study area (Bronx Census Tracts 195, 197, 199, 209, 211, 213.02, 217, 219, 221.01, 221.02, 223, 227.01, 227.02, 233.01, 235.01, 237.03, 237.04, 239, 241, 243, 251, 253.) A 25-percent linked-trip "credit" is assumed for the restaurant use, consistent with the *Webster Avenue Rezoning EIS.*

## *Community Facility*

The types of community facility uses that would be considered within the rezoning area for the RWCDS in the No-Action and With-Action conditions include medical office, pre-K school, day care center, community center, transitional housing, and religious uses. The factors used to forecast travel demand from these land uses were developed from a variety of sources, including the *CEQR Technical Manual,* the *Webster Avenue Rezoning EIS*, *East New York Rezoning EIS*, *Number 7 Extension Project EIS,* and journey-to-work/reverse journey-to-work census data.

## *Light Industrial / Warehouse*

The trip generation rates, temporal distributions, in/out splits, and vehicle occupancies for light industrial lane uses were primarily based on data from the *Crotona Park East / West Farms Rezoning EIS*. Saturday trip generation rates were estimated based on ITE *Trip Generation Manual* data. The trip generation rates, temporal distributions, in/out splits, and vehicle occupancies for warehouse lane uses were primarily based on data from the *Lower Concourse Rezoning EIS* and ITE's *Trip Generation Manual*.

### TRIP GENERATION

The person and vehicle trips expected to result from the Proposed Actions are expressed as an "incremental change" or "net change" in trips. This incremental change is calculated by comparing the estimated numbers of trips resulting from the Proposed Actions (in the 2026 analysis year) to the numbers of trips estimated to be occurring in the vicinity of the rezoning area without the Proposed Actions. Trips are calculated based on the transportation planning factors shown previously in **Table 3: Transportation Planning Factors**

| Land Use | Local Retail | Regional Retail | Office | Residential | Restaurant (sit-down) | Light Industrial | Auto Repair | Auto Dealership | Warehouse |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units | gsf | gsf | gsf | DU | gsf | gsf | gsf | gsf | gsf |
| **Trip Generation** | (1) | (1) | (1) | (1) | (17) | (10, 11) | (2) | (18) | (19) |
| Weekday | 205 | 78.2 | 18 | 8.075 | 173 | 11.5 | 19.42 | 45.6 | 4.9 |
| Saturday | 240 | 92.5 | 3.9 | 9.6 | 181 | 1.7 | 19.42 | 28.8 | 1.7 |
| | per 1,000 sf | per 1,000 sf | per 1,000 sf | per DU | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf |
| **Temporal Distribution** | (1) | (1) | (1) | (1) | (17) | (10, 12) | (2) | (7,18) | (9,19) |
| AM | 3.0% | 3.0% | 12.0% | 10.0% | 0.9% | 13.0% | 13.2% | 6.1% | 8.4% |
| MD | 19.0% | 9.0% | 15.0% | 5.0% | 6.2% | 10.0% | 11.0% | 12.0% | 14.0% |
| PM | 10.0% | 9.0% | 14.0% | 11.0% | 8.3% | 14.0% | 14.2% | 7.8% | 8.9% |
| Sat MD | 10.0% | 11.0% | 17.0% | 8.0% | 11.0% | 10.0% | 11.0% | 14.1% | 10.6% |
| **Modal Splits** | (2) | (4) | (4) | (5) | (17) | (4) | (2) | (7) | (4) |
| Auto | 3.0% | 37.0% | 37.0% | 19.3% | 25.0% | 37.0% | 85.0% | 100.0% | 37.0% |
| Taxi | 2.0% | 2.0% | 2.0% | 1.8% | 20.0% | 2.0% | 5.0% | 0.0% | 2.0% |
| Bus | 10.0% | 21.0% | 21.0% | 15.4% | 5.0% | 21.0% | 1.0% | 0.0% | 21.0% |
| Subway | 5.0% | 21.0% | 21.0% | 49.2% | 30.0% | 21.0% | 1.0% | 0.0% | 21.0% |
| Railroad | 0.0% | 1.0% | 1.0% | 2.9% | 0.0% | 1.0% | 0.0% | 0.0% | 1.0% |
| Walk/Other | 80.0% | 18.0% | 18.0% | 11.4% | 20.0% | 18.0% | 8.0% | 0.0% | 18.0% |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (2) | | (3) | | (2) | | (2) | | (2,17) | | (10, 12) | | (2) | | (7,18) | | (9,19) | |
| **In/Out Splits** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | 50% | 50% | 52% | 48% | 96% | 4% | 15% | 85% | 94% | 6% | 88% | 12% | 65% | 35% | 74% | 26% | 79% | 21% |
| MD | 50% | 50% | 52% | 48% | 39% | 61% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% |
| PM | 50% | 50% | 52% | 48% | 5% | 95% | 70% | 30% | 67% | 33% | 12% | 88% | 50% | 50% | 39% | 61% | 25% | 75% |
| Sat MD | 50% | 50% | 52% | 48% | 60% | 40% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 51% | 49% | 64% | 36% |
| | | | | | | | (2, 5, 6) | | | | | | | | | | | |
| **Vehicle Occupancy** | (2) | | (3) | | (2,4) | | AM/PM | MD/Sat | (17) | | (10) | | (2) | | (7) | | (9,19) | |
| Auto | 1.60 | | 2.20 | | 1.13 | | 1.21 | 1.69 | 2.20 | | 1.65 | | 1.30 | | 1.30 | | 1.30 | |
| Taxi | 1.20 | | 2.00 | | 1.40 | | 1.4 | 1.4 | 2.30 | | 1.40 | | 1.30 | | 1.50 | | 2.00 | |
| | | | | | | | | | | | | | | | | | | |
| **Truck Trip Generation** | (1) | | (3) | | (1) | | (1) | | (17) | | (10, 13) | | (2) | | (7) | | (9) | |
| Weekday | 0.35 | | 0.35 | | 0.32 | | 0.06 | | 3.60 | | 0.52 | | 0.89 | | 0.15 | | 0.67 | |
| Saturday | 0.04 | | 0.35 | | 0.01 | | 0.02 | | 3.60 | | 0.03 | | 0.05 | | 0.15 | | 0.03 | |
| | | | | | | | | | | | | | | | | | | |
| **Temporal Distribution** | (1) | | (3) | | (1) | | (1) | | (2,17) | | (10, 12) | | (2) | | (7) | | (9) | |
| AM | 8.0% | | 8.0% | | 10.0% | | 12.0% | | 6.0% | | 12.0% | | 14.0% | | 9.6% | | 14.0% | |
| MD | 11.0% | | 11.0% | | 11.0% | | 9.0% | | 6.0% | | 9.0% | | 9.0% | | 11.0% | | 9.0% | |
| PM | 2.0% | | 2.0% | | 2.0% | | 2.0% | | 1.0% | | 2.0% | | 1.0% | | 1.0% | | 1.0% | |
| Saturday | 11.0% | | 11.0% | | 11.0% | | 9.0% | | 6.0% | | 9.0% | | 9.0% | | 11.0% | | 9.0% | |
| | | | | | | | | | | | | | | | | | | |
| **In/Out Splits** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM/MD/PM/Sat | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2014.
(2) Based on data from *Webster Avenue Rezoning EIS*, 2011.
(3) Based on data from *East Fordham Road Rezoning EIS*, 2013.
(4) RJTW based on CTTP 2006-2010 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(5) JTW based on CTTP 2010-2014 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(6) Midday and Saturday auto occupancy determined by applying a multiplier (1.4) to the AM/PM rate based on *East New York Rezoning EIS*, 2015.
(7) Based on data from *East New York Rezoning EIS*, 2015.
(8) Based on ITE's *Trip Generation Manual* rate for High-Turnover (Sit-Down) Restaurant (932) & Fast-Food Restaurant with Drive-Through (934).
(9) Based on data from *Lower Concourse Rezoning EIS*, 2009.
(10) *Crotona Park East / West Farms Rezoning EIS*, 2011.
(11) Saturday rate based on ITE's *Trip Generation Manual* (8th Edition) average rate proportion between weekday and Saturday
(12) Assumes weekday midday temporal distribution and in/out splits for Saturday midday.
(13) Assumes 5 percent of weekday truck trip generation rate (consistent with Lower Concourse Rezoning EIS assumptions for Manufacturing and Warehousing land uses).
(14) Assumed to be the same as Restaurant land use for *Webster Avenue Rezoning EIS*, 2011.
(15) Based on data for Covenant House from *NYCT - Number 7 Extension Project EIS*, 2003.
(16) Saturday trip rate based on ration between Saturday and weekday rates for Residential lane use. Similarly, Saturday temporal distribution based on weekday versus Saturday midday Residential proportion.
(17) Based on data from *Pier 57 Redevelopment Project EIS*, 2013.
(18) Based on ITE's *Trip Generation Manual* rate for Auto Dealership (841).
(19) Based on ITE's *Trip Generation Manual* rate for Warehousing (150).

## Table 3 (continued): Transportation Planning Factors

| Land Use | FRESH (Supermarket) | Pre-K (Student) | Pre-K (Staff) | Pre-K (Parent) | Day Care Center | Community Center | Medical Office (Clinic) | Gas Station (With Store) | Transitional Housing (Shelter) | House of Worship |
|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | gsf | students | staff | parents | gsf | gsf | gsf | gsf | beds | gsf |
| **Trip Generation** | (7) | (7) | (7) | (7) | (7) | (2) | (7) | (9) | (15, 16) | (7) |
| Weekday | 205 | 2 | 2 | 4 | 33 | 48 | 127 | 90 | 4.75 | 19.18 |
| Saturday | 271 | 0 | 0 | 0 | 2 | 19 | 127 | 90 | 5.65 | 21.83 |
| | per 1,000 sf | per student | per staff | per parent | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf | per 1,000 sf |
| **Temporal Distribution** | (7) | (7) | (7) | (7) | (7) | (2) | (7) | (9) | (15, 16) | (7) |
| AM | 3.0% | 50.0% | 50.0% | 50.0% | 16.0% | 7.1% | 4.0% | 6.2% | 7.0% | 7.9% |
| MD | 12.0% | 0.0% | 0.0% | 0.0% | 5.0% | 10.0% | 11.0% | 5.5% | 3.0% | 4.0% |
| PM | 10.0% | 5.0% | 5.0% | 5.0% | 19.0% | 7.2% | 12.0% | 8.2% | 10.0% | 7.2% |
| Sat MD | 12.0% | 0.0% | 0.0% | 0.0% | 12.0% | 14.2% | 11.0% | 5.5% | 4.8% | 15.8% |
| **Modal Splits** | (7) | (5) | (4) | (5) | (7) | (2) | (7) | (9) | (15) | (7) |
| Auto | 4.0% | 18.6% | 37.0% | 18.6% | 5.0% | 5.0% | 30.0% | 100.0% | 2.0% | 5.0% |
| Taxi | 3.0% | 1.6% | 2.0% | 1.6% | 1.0% | 1.0% | 2.0% | 0.0% | 1.0% | 1.0% |
| Bus | 5.0% | 15.3% | 21.0% | 15.3% | 6.0% | 6.0% | 18.0% | 0.0% | 1.0% | 3.0% |
| Subway | 5.0% | 50.7% | 21.0% | 50.7% | 3.0% | 3.0% | 33.0% | 0.0% | 2.0% | 6.0% |
| Railroad | 0.0% | 2.5% | 1.0% | 2.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Walk/Other | 83.0% | 11.3% | 18.0% | 11.3% | 85.0% | 85.0% | 17.0% | 0.0% | 94.0% | 85.0% |
| | (7) | (7) | (7) | (7) | (7) | (2) | (7) | (9) | (15) | (7) |
| **In/Out Splits** | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out |
| AM | 45% 55% | 100% 0% | 100% 0% | 50% 50% | 53% 47% | 61% 39% | 89% 11% | 50% 50% | 15% 85% | 54% 46% |
| MD | 46% 54% | 0% 0% | 0% 0% | 0% 0% | 50% 50% | 55% 45% | 51% 49% | 50% 50% | 50% 50% | 50% 50% |
| PM | 47% 53% | 0% 100% | 0% 100% | 50% 50% | 47% 53% | 29% 71% | 48% 52% | 50% 50% | 70% 30% | 52% 48% |
| Sat MD | 46% 54% | 0% 0% | 0% 0% | 0% 0% | 47% 53% | 49% 51% | 41% 59% | 50% 50% | 50% 50% | 71% 29% |
| | | | | | | | (7) | (9) | (9) | (7) |
| **Vehicle Occupancy** | (7) | (5, 7) | (4, 7) | | (7) | (2) | Weekday Sat | Weekday Sat | Weekday Sat | Weekday Sat |
| Auto | 1.65 | 1.22 | 1.13 | N/A | 1.65 | 1.65 | 1.50 1.50 | 1.00 1.00 | 1.50 1.50 | 1.65 1.65 |
| Taxi | 1.40 | 1.30 | 1.40 | N/A | 1.40 | 1.40 | 1.50 1.50 | 1.00 1.00 | 1.50 1.50 | 1.40 1.40 |
| **Truck Trip Generation** | (7) | (7) | | | (7) | (2) | (7) | (9) | (9) | (7) |
| Weekday | 0.35 | 0.03 | N/A | N/A | 0.07 | 0.29 | 0.29 | 0.35 | 0.06 | 0.29 |
| Saturday | 0.04 | 0.03 | N/A | N/A | 0.00 | 0.01 | 0.29 | 0.02 | 0 | 0.29 |
| **Temporal Distribution** | (7) | (7) | | | (7) | (2) | (7) | (9) | (9) | (7) |
| AM | 10.0% | 9.6% | N/A | N/A | 9.6% | 9.6% | 3.0% | 7.7% | 12.2% | 9.6% |
| MD | 8.0% | 11.0% | N/A | N/A | 11.0% | 11.0% | 11.0% | 11.0% | 8.7% | 11.0% |
| PM | 5.0% | 1.0% | N/A | N/A | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Saturday | 10.0% | 0.0% | N/A | N/A | 0.0% | 11.0% | 0.0% | 11.0% | 0.0% | 0.0% |
| **In/Out Splits** | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out | In Out |
| AM/MD/PM/Sat | 50.0% 50.0% | 50.0% 50.0% | N/A N/A | N/A N/A | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% | 50.0% 50.0% |

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2014.
(2) Based on data from *Webster Avenue Rezoning EIS*, 2011.
(3) Based on data from *East Fordham Road Rezoning EIS*, 2013.
(4) RJTW based on CTTP 2006-2010 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and
(5) JTW based on CTTP 2010-2014 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(6) Midday and Saturday auto occupancy determined by applying a multiplier (1.4) to the AM/PM rate based on *East New York Rezoning EIS*,
(7) Based on data from *East New York Rezoning EIS*, 2015.
(8) Based on ITE's *Trip Generation Manual* rate for High-Turnover (Sit-Down) Restaurant (932) & Fast-Food Restaurant with Drive-Through (934).
(9) Based on data from *Lower Concourse Rezoning EIS*, 2009.
(10) *Crotona Park East / West Farms Rezoning EIS*, 2011.
(11) Saturday rate based on ITE's *Trip Generation Manual* (8th Edition) average rate proportion between weekday and
(12) Assumes weekday midday temporal distribution and in/out splits for Saturday
(13) Assumes 5 percent of weekday truck trip generation rate (consistent with Lower Concourse Rezoning EIS assumptions for Manufacturing and Warehousing land
(14) Assumed to be the same as Restaurant land use for *Webster Avenue Rezoning EIS*, 2011.
(15) Based on data for Covenant House from *NYCT - Number 7 Extension Project EIS*, 2003.
(16) Saturday trip rate based on ration between Saturday and weekday rates for Residential lane use. Similarly, Saturday temporal distribution based on weekday versus Saturday midday Residential
(17) Based on data from *Pier 57 Redevelopment Project EIS*, 2013.
(18) Based on ITE's *Trip Generation Manual* rate for Auto Dealership (841).
(19) Based on ITE's *Trip Generation Manual* rate for Warehousing (150).

## **Table 4**: Travel Demand Forecast

| Land Use | Local Retail[1] | | Regional Retail | | Office | | Residential | | Restaurant[2] (sit-down) | | Light Industrial | | Auto Repair | | Auto Dealership | | Warehouse | | Fresh (Supermarket) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | 208.1 | ksf | 42.8 | ksf | 39.3 | ksf | 3,250.0 | DU | 11.6 | ksf | -47.8 | ksf | -86.8 | ksf | -11.2 | ksf | -168.7 | ksf | 23.2 | ksf |
| **Peak Hour Trips:** | | | | | | | | | | | | | | | | | | | | |
| AM | 1152 | | 100 | | 85 | | 2624 | | 14 | | -71 | | -222 | | -31 | | -69 | | 142 | |
| MD | 7294 | | 301 | | 106 | | 1312 | | 94 | | -55 | | -185 | | -61 | | -115 | | 570 | |
| PM | 3839 | | 301 | | 99 | | 2887 | | 126 | | -77 | | -239 | | -40 | | -73 | | 475 | |
| Sat MD | 4495 | | 436 | | 26 | | 2496 | | 174 | | -8 | | -185 | | -46 | | -30 | | 753 | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 17 | 17 | 19 | 18 | 30 | 1 | 76 | 431 | 3 | 0 | -23 | -3 | -123 | -66 | -23 | -8 | -20 | -5 | 3 | 3 |
| Taxi | 12 | 12 | 1 | 1 | 2 | 0 | 7 | 40 | 3 | 0 | -1 | 0 | -7 | -4 | 0 | 0 | -1 | 0 | 2 | 2 |
| Bus | 58 | 58 | 11 | 10 | 17 | 1 | 61 | 344 | 1 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Subway | 29 | 29 | 11 | 10 | 17 | 1 | 194 | 1,098 | 4 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Railroad | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 65 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| Walk/Other | 461 | 461 | 9 | 9 | 15 | 1 | 45 | 254 | 3 | 0 | -11 | -2 | -12 | -6 | 0 | 0 | -10 | -3 | 53 | 65 |
| Total | **576** | **576** | **52** | **48** | **81** | **3** | **394** | **2,231** | **13** | **1** | **-63** | **-9** | **-145** | **-78** | **-23** | **-8** | **-54** | **-14** | **64** | **78** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 109 | 109 | 58 | 54 | 15 | 24 | 127 | 127 | 12 | 12 | -10 | -10 | -79 | -79 | -31 | -31 | -21 | -21 | 10 | 12 |
| Taxi | 73 | 73 | 3 | 3 | 1 | 1 | 12 | 12 | 9 | 9 | -1 | -1 | -5 | -5 | 0 | 0 | -1 | -1 | 8 | 9 |
| Bus | 365 | 365 | 33 | 30 | 9 | 14 | 101 | 101 | 2 | 2 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Subway | 182 | 182 | 33 | 30 | 9 | 14 | 323 | 323 | 14 | 14 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Walk/Other | 2,918 | 2,918 | 28 | 26 | 7 | 12 | 75 | 75 | 9 | 9 | -5 | -5 | -7 | -7 | 0 | 0 | -10 | -10 | 217 | 255 |
| Total | **3,647** | **3,647** | **157** | **145** | **41** | **65** | **656** | **656** | **47** | **47** | **-27** | **-27** | **-93** | **-93** | **-31** | **-31** | **-58** | **-58** | **262** | **308** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 58 | 58 | 58 | 54 | 2 | 35 | 390 | 167 | 21 | 10 | -3 | -25 | -102 | -102 | -16 | -24 | -7 | -20 | 9 | 10 |
| Taxi | 38 | 38 | 3 | 3 | 0 | 2 | 36 | 16 | 17 | 8 | 0 | -1 | -6 | -6 | 0 | 0 | 0 | -1 | 7 | 8 |
| Bus | 192 | 192 | 33 | 30 | 1 | 20 | 311 | 133 | 4 | 2 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Subway | 96 | 96 | 33 | 30 | 1 | 20 | 994 | 426 | 25 | 12 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 59 | 25 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 |
| Walk/Other | 1,536 | 1,536 | 28 | 26 | 1 | 17 | 230 | 99 | 17 | 8 | -2 | -12 | -10 | -10 | 0 | 0 | -3 | -10 | 185 | 209 |
| Total | **1,920** | **1,920** | **157** | **145** | **5** | **94** | **2,021** | **866** | **84** | **41** | **-9** | **-68** | **-120** | **-120** | **-16** | **-24** | **-18** | **-55** | **223** | **252** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 67 | 67 | 84 | 77 | 6 | 4 | 241 | 241 | 22 | 22 | -2 | -2 | -79 | -79 | -23 | -22 | -7 | -4 | 14 | 16 |
| Taxi | 45 | 45 | 5 | 4 | 0 | 0 | 22 | 22 | 17 | 17 | 0 | 0 | -5 | -5 | 0 | 0 | 0 | 0 | 10 | 12 |
| Bus | 225 | 225 | 48 | 44 | 3 | 2 | 192 | 192 | 4 | 4 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Subway | 112 | 112 | 48 | 44 | 3 | 2 | 614 | 614 | 26 | 26 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Railroad | 0 | 0 | 2 | 2 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk/Other | 1,798 | 1,798 | 41 | 38 | 3 | 2 | 142 | 142 | 17 | 17 | -1 | -1 | -7 | -7 | 0 | 0 | -3 | -2 | 288 | 338 |
| Total | **2,247** | **2,247** | **227** | **209** | **16** | **10** | **1,248** | **1,248** | **87** | **87** | **-4** | **-4** | **-93** | **-93** | **-23** | **-22** | **-19** | **-11** | **346** | **407** |
| **Vehicle Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 11 | 11 | 9 | 8 | 27 | 1 | 63 | 356 | 1 | 0 | -14 | -2 | -95 | -51 | -18 | -6 | -15 | -4 | 2 | 2 |
| Taxi | 10 | 10 | 1 | 0 | 1 | 0 | 5 | 29 | 1 | 0 | -1 | 0 | -6 | -3 | 0 | 0 | -1 | 0 | 1 | 2 |
| Taxi Balanced | 19 | 19 | 1 | 1 | 1 | 1 | 34 | 34 | 1 | 1 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 3 | 3 |
| Truck | 3 | 3 | 1 | 1 | 1 | 1 | 12 | 12 | 1 | 1 | -1 | -1 | -5 | -5 | 0 | 0 | -8 | -8 | 0 | 0 |
| Total | **33** | **33** | **10** | **10** | **29** | **3** | **108** | **401** | **4** | **3** | **-17** | **-4** | **-109** | **-65** | **-18** | **-6** | **-24** | **-13** | **5** | **5** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 68 | 68 | 26 | 24 | 14 | 21 | 75 | 75 | 5 | 5 | -6 | -6 | -61 | -61 | -24 | -24 | -16 | -16 | 6 | 7 |
| Taxi | 61 | 61 | 2 | 1 | 1 | 1 | 8 | 8 | 4 | 4 | 0 | 0 | -4 | -4 | 0 | 0 | -1 | -1 | 6 | 7 |
| Taxi Balanced | 122 | 122 | 3 | 3 | 2 | 2 | 17 | 17 | 8 | 8 | -1 | -1 | -7 | -7 | 0 | 0 | -1 | -1 | 12 | 12 |
| Truck | 4 | 4 | 1 | 1 | 1 | 1 | 9 | 9 | 1 | 1 | -1 | -1 | -3 | -3 | 0 | 0 | -5 | -5 | 0 | 0 |
| Total | **194** | **194** | **30** | **28** | **16** | **23** | **100** | **100** | **15** | **15** | **-8** | **-8** | **-71** | **-71** | **-24** | **-24** | **-23** | **-23** | **19** | **20** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 36 | 36 | 26 | 24 | 2 | 31 | 322 | 138 | 10 | 5 | -2 | -15 | -78 | -78 | -12 | -19 | -5 | -16 | 5 | 6 |
| Taxi | 32 | 32 | 2 | 1 | 0 | 1 | 26 | 11 | 7 | 4 | 0 | -1 | -5 | -5 | 0 | 0 | 0 | -1 | 5 | 5 |
| Taxi Balanced | 64 | 64 | 3 | 3 | 1 | 1 | 37 | 37 | 11 | 11 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 10 | 10 |
| Truck | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Total | **101** | **101** | **30** | **27** | **3** | **32** | **361** | **177** | **21** | **16** | **-3** | **-17** | **-88** | **-88** | **-12** | **-19** | **-7** | **-17** | **16** | **16** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 42 | 42 | 38 | 35 | 5 | 3 | 142 | 142 | 10 | 10 | -1 | -1 | -61 | -61 | -18 | -17 | -5 | -3 | 8 | 10 |
| Taxi | 37 | 37 | 2 | 2 | 0 | 0 | 16 | 16 | 8 | 8 | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 7 | 9 |
| Taxi Balanced | 75 | 75 | 4 | 4 | 0 | 0 | 32 | 32 | 15 | 15 | 0 | 0 | -7 | -7 | 0 | 0 | 0 | 0 | 16 | 16 |
| Truck | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **118** | **118** | **43** | **40** | **6** | **4** | **177** | **177** | **26** | **26** | **-1** | **-1** | **-68** | **-68** | **-18** | **-17** | **-6** | **-4** | **25** | **26** |

(1) Ten-percent linked trips for local retail.
(2) Twenty-five-percent linked trips for restaurant.

, “Travel Demand Forecast,” lists the estimate of the net incremental change in peak-hour person trips and vehicle trips, respectively (as compared to conditions in the area without the Proposed Actions) that would occur in 2026 with implementation of the Proposed Actions.

The Proposed Actions would be expected to generate a net increase of approximately 4,055 person trips in the weekday AM peak hour, 9,600 person trips in the weekday midday, 7,674 person trips in the weekday PM peak hour, and 8,354 person trips in the Saturday midday peak hour. These person trips can be translated into modal trip “types” for the entire study area as follows:

- Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would be expected to result in additional trips – approximately 405, 524, 671, and 617 vehicle trips (“in” and “out” trips, combined) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Peak hour subway trips would increase by a net total of approximately 1,382, 1,136, 1,748, and 1,649 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Peak hour bus trips would increase by a net total of approximately 555, 1,037, 935, and 985 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.
- Walk trips would increase by approximately 1,607, 6,772, 4,143, and 4,787 trips during the respective weekday AM, midday, PM, and Saturday midday peak hours.

The Proposed Actions are not expected to generate substantial numbers of trips by Metro-North Railroad (MNR). MNR’s Morris Heights station is located more than ½-mile from the project corridor and the projected development sites (and therefore not within a convenient walking distance). Commuter rail trips generated by the Proposed Actions would likely start or end as on another mode of transit (i.e., subway or bus) and are assumed to be reflected in the forecast for these modes.

## Table 4: Travel Demand Forecast

| Land Use | Local Retail[1] | | Regional Retail | | Office | | Residential | | Restaurant[2] (sit-down) | | Light Industrial | | Auto Repair | | Auto Dealership | | Warehouse | | Fresh (Supermarket) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | 208.1 | ksf | 42.8 | ksf | 39.3 | ksf | 3,250.0 | DU | 11.6 | ksf | -47.8 | ksf | -86.8 | ksf | -11.2 | ksf | -168.7 | ksf | 23.2 | ksf |
| **Peak Hour Trips:** | | | | | | | | | | | | | | | | | | | | |
| AM | 1152 | | 100 | | 85 | | 2624 | | 14 | | -71 | | -222 | | -31 | | -69 | | 142 | |
| MD | 7294 | | 301 | | 106 | | 1312 | | 94 | | -55 | | -185 | | -61 | | -115 | | 570 | |
| PM | 3839 | | 301 | | 99 | | 2887 | | 126 | | -77 | | -239 | | -40 | | -73 | | 475 | |
| Sat MD | 4495 | | 436 | | 26 | | 2496 | | 174 | | -8 | | -185 | | -46 | | -30 | | 753 | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 17 | 17 | 19 | 18 | 30 | 1 | 76 | 431 | 3 | 0 | -23 | -3 | -123 | -66 | -23 | -8 | -20 | -5 | 3 | 3 |
| Taxi | 12 | 12 | 1 | 1 | 2 | 0 | 7 | 40 | 3 | 0 | -1 | 0 | -7 | -4 | 0 | 0 | -1 | 0 | 2 | 2 |
| Bus | 58 | 58 | 11 | 10 | 17 | 1 | 61 | 344 | 1 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Subway | 29 | 29 | 11 | 10 | 17 | 1 | 194 | 1,098 | 4 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Railroad | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 65 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| Walk/Other | 461 | 461 | 9 | 9 | 15 | 1 | 45 | 254 | 3 | 0 | -11 | -2 | -12 | -6 | 0 | 0 | -10 | -3 | 53 | 65 |
| Total | **576** | **576** | **52** | **48** | **81** | **3** | **394** | **2,231** | **13** | **1** | **-63** | **-9** | **-145** | **-78** | **-23** | **-8** | **-54** | **-14** | **64** | **78** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 109 | 109 | 58 | 54 | 15 | 24 | 127 | 127 | 12 | 12 | -10 | -10 | -79 | -79 | -31 | -31 | -21 | -21 | 10 | 12 |
| Taxi | 73 | 73 | 3 | 3 | 1 | 1 | 12 | 12 | 9 | 9 | -1 | -1 | -5 | -5 | 0 | 0 | -1 | -1 | 8 | 9 |
| Bus | 365 | 365 | 33 | 30 | 9 | 14 | 101 | 101 | 2 | 2 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Subway | 182 | 182 | 33 | 30 | 9 | 14 | 323 | 323 | 14 | 14 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Walk/Other | 2,918 | 2,918 | 28 | 26 | 7 | 12 | 75 | 75 | 9 | 9 | -5 | -5 | -7 | -7 | 0 | 0 | -10 | -10 | 217 | 255 |
| Total | **3,647** | **3,647** | **157** | **145** | **41** | **65** | **656** | **656** | **47** | **47** | **-27** | **-27** | **-93** | **-93** | **-31** | **-31** | **-58** | **-58** | **262** | **308** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 58 | 58 | 58 | 54 | 2 | 35 | 390 | 167 | 21 | 10 | -3 | -25 | -102 | -102 | -16 | -24 | -7 | -20 | 9 | 10 |
| Taxi | 38 | 38 | 3 | 3 | 0 | 2 | 36 | 16 | 17 | 8 | 0 | -1 | -6 | -6 | 0 | 0 | 0 | -1 | 7 | 8 |
| Bus | 192 | 192 | 33 | 30 | 1 | 20 | 311 | 133 | 4 | 2 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Subway | 96 | 96 | 33 | 30 | 1 | 20 | 994 | 426 | 25 | 12 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 59 | 25 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 |
| Walk/Other | 1,536 | 1,536 | 28 | 26 | 1 | 17 | 230 | 99 | 17 | 8 | -2 | -12 | -10 | -10 | 0 | 0 | -3 | -10 | 185 | 209 |
| Total | **1,920** | **1,920** | **157** | **145** | **5** | **94** | **2,021** | **866** | **84** | **41** | **-9** | **-68** | **-120** | **-120** | **-16** | **-24** | **-18** | **-55** | **223** | **252** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 67 | 67 | 84 | 77 | 6 | 4 | 241 | 241 | 22 | 22 | -2 | -2 | -79 | -79 | -23 | -22 | -7 | -4 | 14 | 16 |
| Taxi | 45 | 45 | 5 | 4 | 0 | 0 | 22 | 22 | 17 | 17 | 0 | 0 | -5 | -5 | 0 | 0 | 0 | 0 | 10 | 12 |
| Bus | 225 | 225 | 48 | 44 | 3 | 2 | 192 | 192 | 4 | 4 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Subway | 112 | 112 | 48 | 44 | 3 | 2 | 614 | 614 | 26 | 26 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Railroad | 0 | 0 | 2 | 2 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk/Other | 1,798 | 1,798 | 41 | 38 | 3 | 2 | 142 | 142 | 17 | 17 | -1 | -1 | -7 | -7 | 0 | 0 | -3 | -2 | 288 | 338 |
| Total | **2,247** | **2,247** | **227** | **209** | **16** | **10** | **1,248** | **1,248** | **87** | **87** | **-4** | **-4** | **-93** | **-93** | **-23** | **-22** | **-19** | **-11** | **346** | **407** |
| **Vehicle Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 11 | 11 | 9 | 8 | 27 | 1 | 63 | 356 | 1 | 0 | -14 | -2 | -95 | -51 | -18 | -6 | -15 | -4 | 2 | 2 |
| Taxi | 10 | 10 | 1 | 0 | 1 | 0 | 5 | 29 | 1 | 0 | -1 | 0 | -6 | -3 | 0 | 0 | -1 | 0 | 1 | 2 |
| Taxi Balanced | 19 | 19 | 1 | 1 | 1 | 1 | 34 | 34 | 1 | 1 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 3 | 3 |
| Truck | 3 | 3 | 1 | 1 | 1 | 1 | 12 | 12 | 1 | 1 | -1 | -1 | -5 | -5 | 0 | 0 | -8 | -8 | 0 | 0 |
| Total | **33** | **33** | **10** | **10** | **29** | **3** | **108** | **401** | **4** | **3** | **-17** | **-4** | **-109** | **-65** | **-18** | **-6** | **-24** | **-13** | **5** | **5** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 68 | 68 | 26 | 24 | 14 | 21 | 75 | 75 | 5 | 5 | -6 | -6 | -61 | -61 | -24 | -24 | -16 | -16 | 6 | 7 |
| Taxi | 61 | 61 | 2 | 1 | 1 | 1 | 8 | 8 | 4 | 4 | 0 | 0 | -4 | -4 | 0 | 0 | -1 | -1 | 6 | 7 |
| Taxi Balanced | 122 | 122 | 3 | 3 | 2 | 2 | 17 | 17 | 8 | 8 | -1 | -1 | -7 | -7 | 0 | 0 | -1 | -1 | 12 | 12 |
| Truck | 4 | 4 | 1 | 1 | 1 | 1 | 9 | 9 | 1 | 1 | -1 | -1 | -3 | -3 | 0 | 0 | -5 | -5 | 0 | 0 |
| Total | **194** | **194** | **30** | **28** | **16** | **23** | **100** | **100** | **15** | **15** | **-8** | **-8** | **-71** | **-71** | **-24** | **-24** | **-23** | **-23** | **19** | **20** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 36 | 36 | 26 | 24 | 2 | 31 | 322 | 138 | 10 | 5 | -2 | -15 | -78 | -78 | -12 | -19 | -5 | -16 | 5 | 6 |
| Taxi | 32 | 32 | 2 | 1 | 0 | 1 | 26 | 11 | 7 | 4 | 0 | -1 | -5 | -5 | 0 | 0 | 0 | -1 | 5 | 5 |
| Taxi Balanced | 64 | 64 | 3 | 3 | 1 | 1 | 37 | 37 | 11 | 11 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 10 | 10 |
| Truck | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Total | **101** | **101** | **30** | **27** | **3** | **32** | **361** | **177** | **21** | **16** | **-3** | **-17** | **-88** | **-88** | **-12** | **-19** | **-7** | **-17** | **16** | **16** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 42 | 42 | 38 | 35 | 5 | 3 | 142 | 142 | 10 | 10 | -1 | -1 | -61 | -61 | -18 | -17 | -5 | -3 | 8 | 10 |
| Taxi | 37 | 37 | 2 | 2 | 0 | 0 | 16 | 16 | 8 | 8 | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 7 | 9 |
| Taxi Balanced | 75 | 75 | 4 | 4 | 0 | 0 | 32 | 32 | 15 | 15 | 0 | 0 | -7 | -7 | 0 | 0 | 0 | 0 | 16 | 16 |
| Truck | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **118** | **118** | **43** | **40** | **6** | **4** | **177** | **177** | **26** | **26** | **-1** | **-1** | **-68** | **-68** | **-18** | **-17** | **-6** | **-4** | **25** | **26** |

(1) Ten-percent linked trips for local retail.
(2) Twenty-five-percent linked trips for restaurant.

## Table 4 (continued): Travel Demand Forecast

| Land Use | Pre-K (Student) | | Pre-K (Staff) | | Pre-K (Parent) | | Day Care Center | | Community Center | | Medical Office (Clinic) | | Gas Station (With Store) | | Transitional Housing (Shelter) | | House of Worship | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | 0.0 | students | 0.0 | staff | 0.0 | parents | 21.1 | ksf | 53.9 | ksf | 2.5 | ksf | -0.6 | ksf | -80.0 | beds | 17.8 | ksf | | |
| **Peak Hour Trips:** | | | | | | | | | | | | | | | | | | | | |
| AM | 0 | | 0 | | 0 | | 111 | | 184 | | 13 | | -3 | | -27 | | 27 | | | |
| MD | 0 | | 0 | | 0 | | 35 | | 259 | | 35 | | -3 | | -11 | | 14 | | | |
| PM | 0 | | 0 | | 0 | | 132 | | 186 | | 38 | | -4 | | -38 | | 25 | | | |
| Sat MD | 0 | | 0 | | 0 | | 5 | | 145 | | 35 | | -3 | | -22 | | 61 | | | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 4 | 3 | 0 | -2 | -2 | 0 | 0 | 1 | 1 | -30 | 393 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 52 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 418 |
| Subway | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 241 | 1,141 |
| Railroad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 65 |
| Walk/Other | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 44 | 95 | 61 | 2 | 0 | 0 | 0 | -4 | -21 | 12 | 11 | 712 | 895 |
| Total | **0** | **0** | **0** | **0** | **0** | **0** | **59** | **52** | **112** | **72** | **11** | **1** | **-2** | **-2** | **-4** | **-23** | **15** | **12** | **1,091** | **2,964** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 6 | 5 | 5 | -1 | -1 | 0 | 0 | 0 | 0 | 203 | 207 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 103 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 517 | 520 |
| Subway | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 566 | 570 |
| Railroad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 |
| Walk/Other | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 121 | 99 | 3 | 3 | 0 | 0 | -5 | -5 | 6 | 6 | 3,377 | 3,395 |
| Total | **0** | **0** | **0** | **0** | **0** | **0** | **17** | **17** | **142** | **116** | **18** | **17** | **-1** | **-1** | **-6** | **-6** | **7** | **7** | **4,785** | **4,815** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 7 | 5 | 6 | -2 | -2 | -1 | 0 | 1 | 1 | 420 | 177 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 69 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 556 | 379 |
| Subway | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | 6 | 7 | 0 | 0 | -1 | 0 | 1 | 1 | 1,164 | 584 |
| Railroad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 26 |
| Walk/Other | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 60 | 46 | 112 | 3 | 3 | 0 | 0 | -25 | -11 | 11 | 10 | 2,095 | 2,048 |
| Total | **0** | **0** | **0** | **0** | **0** | **0** | **62** | **70** | **54** | **132** | **18** | **20** | **-2** | **-2** | **-27** | **-11** | **13** | **12** | **4,392** | **3,283** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 6 | -1 | -1 | 0 | 0 | 2 | 1 | 331 | 330 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 98 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 492 | 493 |
| Subway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 3 | 1 | 824 | 825 |
| Railroad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 38 |
| Walk/Other | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 61 | 63 | 2 | 4 | 0 | 0 | -10 | -10 | 37 | 15 | 2,379 | 2,408 |
| Total | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **3** | **71** | **74** | **14** | **21** | **-1** | **-1** | **-11** | **-11** | **44** | **18** | **4,162** | **4,192** |
| **Vehicle Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | N/A | N/A | 2 | 2 | 3 | 2 | 2 | 0 | -2 | -2 | 0 | 0 | 0 | 0 | -24 | 317 |
| Taxi | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 38 |
| Taxi Balanced | 0 | 0 | 0 | 0 | N/A | N/A | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 52 |
| Truck | 0 | 0 | N/A | N/A | N/A | N/A | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Total | **0** | **0** | **N/A** | **N/A** | **N/A** | **N/A** | **3** | **2** | **5** | **4** | **2** | **0** | **-2** | **-2** | **-1** | **-1** | **1** | **1** | **32** | **373** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | N/A | N/A | 1 | 1 | 4 | 4 | 4 | 3 | -1 | -1 | 0 | 0 | 0 | 0 | 95 | 101 |
| Taxi | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 79 |
| Taxi Balanced | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 157 |
| Truck | 0 | 0 | N/A | N/A | N/A | N/A | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| Total | **0** | **0** | **N/A** | **N/A** | **N/A** | **N/A** | **1** | **1** | **7** | **6** | **4** | **4** | **-1** | **-1** | **0** | **0** | **1** | **1** | **259** | **265** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | N/A | N/A | 2 | 2 | 2 | 4 | 4 | 4 | -2 | -2 | 0 | 0 | 0 | 0 | 309 | 121 |
| Taxi | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 51 |
| Taxi Balanced | 0 | 0 | 0 | 0 | N/A | N/A | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 119 |
| Truck | 0 | 0 | N/A | N/A | N/A | N/A | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | **0** | **0** | **N/A** | **N/A** | **N/A** | **N/A** | **3** | **3** | **3** | **5** | **4** | **4** | **-2** | **-2** | **-1** | **0** | **1** | **1** | **430** | **241** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 0 | 2 | 2 | 3 | 4 | -1 | -1 | 0 | 0 | 1 | 1 | 166 | 166 |
| Taxi | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 69 |
| Taxi Balanced | 0 | 0 | 0 | 0 | N/A | N/A | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 137 |
| Truck | 0 | 0 | N/A | N/A | N/A | N/A | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Total | **0** | **0** | **N/A** | **N/A** | **N/A** | **N/A** | **0** | **0** | **3** | **3** | **3** | **5** | **-1** | **-1** | **0** | **0** | **2** | **1** | **308** | **309** |

**Table 5** presents the net incremental change in peak hour vehicle trips (auto, taxi, and truck) that would be generated by five identified development clusters during the weekday AM, midday, PM, and Saturday midday peak hours. As shown in **Table 5**, Cluster 4, the projected developments centered around 170th Street, would account for approximately 40 percent of the total vehicle tips generated in all peak hours.

**Table 5: Incremental Vehicle Trips**

| Cluster | Weekday | | | Saturday Midday |
|---|---|---|---|---|
| | AM | Midday | PM | |
| 1 | 49 | 77 | 101 | 100 |
| 2 | 93 | 131 | 154 | 140 |
| 3 | 5 | -11 | 7 | 1 |
| 4 | 187 | 199 | 294 | 269 |
| 5 | 71 | 128 | 114 | 106 |
| ***Total*** | ***405*** | ***524*** | ***671*** | ***617*** |

## *Analysis Periods*

According to *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 peak-hour vehicle trip ends. As listed in **Table 4**: Travel Demand Forecast

| Land Use | Local Retail[1] | | Regional Retail | | Office | | Residential | | Restaurant[2] (sit-down) | | Light Industrial | | Auto Repair | | Auto Dealership | | Warehouse | | Fresh (Supermarket) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | 208.1 | ksf | 42.8 | ksf | 39.3 | ksf | 3,250.0 | DU | 11.6 | ksf | -47.8 | ksf | -86.8 | ksf | -11.2 | ksf | -168.7 | ksf | 23.2 | ksf |
| **Peak Hour Trips:** | | | | | | | | | | | | | | | | | | | | |
| AM | 1152 | | 100 | | 85 | | 2624 | | 14 | | -71 | | -222 | | -31 | | -69 | | 142 | |
| MD | 7294 | | 301 | | 106 | | 1312 | | 94 | | -55 | | -185 | | -61 | | -115 | | 570 | |
| PM | 3839 | | 301 | | 99 | | 2887 | | 126 | | -77 | | -239 | | -40 | | -73 | | 475 | |
| Sat MD | 4495 | | 436 | | 26 | | 2496 | | 174 | | -8 | | -185 | | -46 | | -30 | | 753 | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 17 | 17 | 19 | 18 | 30 | 1 | 76 | 431 | 3 | 0 | -23 | -3 | -123 | -66 | -23 | -8 | -20 | -5 | 3 | 3 |
| Taxi | 12 | 12 | 1 | 1 | 2 | 0 | 7 | 40 | 3 | 0 | -1 | 0 | -7 | -4 | 0 | 0 | -1 | 0 | 2 | 2 |
| Bus | 58 | 58 | 11 | 10 | 17 | 1 | 61 | 344 | 1 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Subway | 29 | 29 | 11 | 10 | 17 | 1 | 194 | 1,098 | 4 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Railroad | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 65 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| Walk/Other | 461 | 461 | 9 | 9 | 15 | 1 | 45 | 254 | 3 | 0 | -11 | -2 | -12 | -6 | 0 | 0 | -10 | -3 | 53 | 65 |
| Total | **576** | **576** | **52** | **48** | **81** | **3** | **394** | **2,231** | **13** | **1** | **-63** | **-9** | **-145** | **-78** | **-23** | **-8** | **-54** | **-14** | **64** | **78** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 109 | 109 | 58 | 54 | 15 | 24 | 127 | 127 | 12 | 12 | -10 | -10 | -79 | -79 | -31 | -31 | -21 | -21 | 10 | 12 |
| Taxi | 73 | 73 | 3 | 3 | 1 | 1 | 12 | 12 | 9 | 9 | -1 | -1 | -5 | -5 | 0 | 0 | -1 | -1 | 8 | 9 |
| Bus | 365 | 365 | 33 | 30 | 9 | 14 | 101 | 101 | 2 | 2 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Subway | 182 | 182 | 33 | 30 | 9 | 14 | 323 | 323 | 14 | 14 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Walk/Other | 2,918 | 2,918 | 28 | 26 | 7 | 12 | 75 | 75 | 9 | 9 | -5 | -5 | -7 | -7 | 0 | 0 | -10 | -10 | 217 | 255 |
| Total | **3,647** | **3,647** | **157** | **145** | **41** | **65** | **656** | **656** | **47** | **47** | **-27** | **-27** | **-93** | **-93** | **-31** | **-31** | **-58** | **-58** | **262** | **308** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 58 | 58 | 58 | 54 | 2 | 35 | 390 | 167 | 21 | 10 | -3 | -25 | -102 | -102 | -16 | -24 | -7 | -20 | 9 | 10 |
| Taxi | 38 | 38 | 3 | 3 | 0 | 2 | 36 | 16 | 17 | 8 | 0 | -1 | -6 | -6 | 0 | 0 | 0 | -1 | 7 | 8 |
| Bus | 192 | 192 | 33 | 30 | 1 | 20 | 311 | 133 | 4 | 2 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Subway | 96 | 96 | 33 | 30 | 1 | 20 | 994 | 426 | 25 | 12 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 59 | 25 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 |
| Walk/Other | 1,536 | 1,536 | 28 | 26 | 1 | 17 | 230 | 99 | 17 | 8 | -2 | -12 | -10 | -10 | 0 | 0 | -3 | -10 | 185 | 209 |
| Total | **1,920** | **1,920** | **157** | **145** | **5** | **94** | **2,021** | **866** | **84** | **41** | **-9** | **-68** | **-120** | **-120** | **-16** | **-24** | **-18** | **-55** | **223** | **252** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 67 | 67 | 84 | 77 | 6 | 4 | 241 | 241 | 22 | 22 | -2 | -2 | -79 | -79 | -23 | -22 | -7 | -4 | 14 | 16 |
| Taxi | 45 | 45 | 5 | 4 | 0 | 0 | 22 | 22 | 17 | 17 | 0 | 0 | -5 | -5 | 0 | 0 | 0 | 0 | 10 | 12 |
| Bus | 225 | 225 | 48 | 44 | 3 | 2 | 192 | 192 | 4 | 4 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Subway | 112 | 112 | 48 | 44 | 3 | 2 | 614 | 614 | 26 | 26 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Railroad | 0 | 0 | 2 | 2 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk/Other | 1,798 | 1,798 | 41 | 38 | 3 | 2 | 142 | 142 | 17 | 17 | -1 | -1 | -7 | -7 | 0 | 0 | -3 | -2 | 288 | 338 |
| Total | **2,247** | **2,247** | **227** | **209** | **16** | **10** | **1,248** | **1,248** | **87** | **87** | **-4** | **-4** | **-93** | **-93** | **-23** | **-22** | **-19** | **-11** | **346** | **407** |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Vehicle Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 11 | 11 | 9 | 8 | 27 | 1 | 63 | 356 | 1 | 0 | -14 | -2 | -95 | -51 | -18 | -6 | -15 | -4 | 2 | 2 |
| Taxi | 10 | 10 | 1 | 0 | 1 | 0 | 5 | 29 | 1 | 0 | -1 | 0 | -6 | -3 | 0 | 0 | -1 | 0 | 1 | 2 |
| Taxi Balanced | 19 | 19 | 1 | 1 | 1 | 1 | 34 | 34 | 1 | 1 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 3 | 3 |
| Truck | 3 | 3 | 1 | 1 | 1 | 1 | 12 | 12 | 1 | 1 | -1 | -1 | -5 | -5 | 0 | 0 | -8 | -8 | 0 | 0 |
| Total | **33** | **33** | **10** | **10** | **29** | **3** | **108** | **401** | **4** | **3** | **-17** | **-4** | **-109** | **-65** | **-18** | **-6** | **-24** | **-13** | **5** | **5** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 68 | 68 | 26 | 24 | 14 | 21 | 75 | 75 | 5 | 5 | -6 | -6 | -61 | -61 | -24 | -24 | -16 | -16 | 6 | 7 |
| Taxi | 61 | 61 | 2 | 1 | 1 | 1 | 8 | 8 | 4 | 4 | 0 | 0 | -4 | -4 | 0 | 0 | -1 | -1 | 6 | 7 |
| Taxi Balanced | 122 | 122 | 3 | 3 | 2 | 2 | 17 | 17 | 8 | 8 | -1 | -1 | -7 | -7 | 0 | 0 | -1 | -1 | 12 | 12 |
| Truck | 4 | 4 | 1 | 1 | 1 | 1 | 9 | 9 | 1 | 1 | -1 | -1 | -3 | -3 | 0 | 0 | -5 | -5 | 0 | 0 |
| Total | **194** | **194** | **30** | **28** | **16** | **23** | **100** | **100** | **15** | **15** | **-8** | **-8** | **-71** | **-71** | **-24** | **-24** | **-23** | **-23** | **19** | **20** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 36 | 36 | 26 | 24 | 2 | 31 | 322 | 138 | 10 | 5 | -2 | -15 | -78 | -78 | -12 | -19 | -5 | -16 | 5 | 6 |
| Taxi | 32 | 32 | 2 | 1 | 0 | 1 | 26 | 11 | 7 | 4 | 0 | -1 | -5 | -5 | 0 | 0 | 0 | -1 | 5 | 5 |
| Taxi Balanced | 64 | 64 | 3 | 3 | 1 | 1 | 37 | 37 | 11 | 11 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 10 | 10 |
| Truck | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Total | **101** | **101** | **30** | **27** | **3** | **32** | **361** | **177** | **21** | **16** | **-3** | **-17** | **-88** | **-88** | **-12** | **-19** | **-7** | **-17** | **16** | **16** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 42 | 42 | 38 | 35 | 5 | 3 | 142 | 142 | 10 | 10 | -1 | -1 | -61 | -61 | -18 | -17 | -5 | -3 | 8 | 10 |
| Taxi | 37 | 37 | 2 | 2 | 0 | 0 | 16 | 16 | 8 | 8 | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 7 | 9 |
| Taxi Balanced | 75 | 75 | 4 | 4 | 0 | 0 | 32 | 32 | 15 | 15 | 0 | 0 | -7 | -7 | 0 | 0 | 0 | 0 | 16 | 16 |
| Truck | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **118** | **118** | **43** | **40** | **6** | **4** | **177** | **177** | **26** | **26** | **-1** | **-1** | **-68** | **-68** | **-18** | **-17** | **-6** | **-4** | **25** | **26** |

(1) Ten-percent linked trips for local retail.
(2) Twenty-five-percent linked trips for restaurant.

, the Proposed Actions are expected to result in more than 50 total vehicle trips during each weekday analysis hour; therefore, all of these periods will be included in the quantified analysis of traffic conditions. The specific hours to be analyzed in each peak period will be determined based on traffic count data collected along the street network in the study area.

Transit analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Therefore, the quantitative analyses of transit conditions with the Proposed Actions will focus on these two periods.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. The net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday peak hour for retail demand. Therefore, all three of these peak hours will be included in the analysis of pedestrian conditions. The specific analysis peak hours will be determined based on pedestrian count data in the study area.

**TRAFFIC STUDY AREA**

## *Area Street Network*

As previously shown on **Figure 1,** the rezoning area consists of approximately 35 blocks along a two-mile corridor surrounding Jerome Avenue in the Bronx, and the street network is an irregular grid system. The

primary streets providing access to the rezoning area include Jerome, Sedgwick, Tremont, and Burnside avenues, the Grand Concourse, East 167th Street, and Fordham Road. Regional Access is provided by I-95 (Cross-Bronx Expressway) and I-87 (Major Deegan Expressway).

The primary arterial within the rezoning area is Jerome Avenue, which runs north-south within the Bronx from Van Cortlandt Park to the north to the Macombs Dam Bridge at the south end.

The rezoning area is generally bounded by 184th Street to the north, Grand Concourse on the East, McClellan Street to the south, and University Avenue to the west. I-95 (Cross-Bronx Expressway) bisects the area, with exit and entrance ramps at Jerome Avenue adjacent to Featherbed Lane and Mt. Eden Avenue. I-87 (Major Deegan Expressway) runs parallel to the site and is approximately half a mile to the west.

## Primary East-West Corridors

East 167th Street is a major collector that runs east-west through the Bronx, starting at Edward L. Grant Highway to the west, and provides connections to the Grand Concourse, Webster and Third avenues, and Edward A. Stevenson Boulevard to the east. In the project vicinity, there is one travel lane in each direction, bike lanes, and curbside parking on both sides of the road. The segment of East 167th Street between River Avenue and Edward L. Grant Highway is a NYCDOT-designated local truck route.

Fordham Road is a principal arterial road that connects Manhattan and the Bronx via the University Heights Bridge and runs east-west through the Bronx until it reaches the Bronx River Parkway, where it transitions to Pelham Parkway. In the vicinity of Jerome Avenue, Fordham Road has two travel lanes and one bus lane per direction. There is no curbside parking while the bus-only lane restrictions are in effect. Fordham Road is a NYCDOT-designated local truck route.

Tremont Avenue is a principal arterial that runs east-west, originating at Sedgwick Avenue to the west and spans the borough to the Throgs Neck section in the southeast corner of the Bronx. In the project vicinity, Tremont Avenue has one travel lane in each direction and curbside parking on both sides.

Burnside Avenue is a minor arterial that runs east-west from University Avenue to the west to Valentine Avenue east of the Grand Concourse. In the project vicinity, Burnside Avenue is a NYCDOT-designated local truck route, has one travel lane in each direction, with curbside parking on both sides of the street.

Cross-Bronx Expressway (I-95) spans the Bronx, originating at I-295 (Throgs Neck) to the east and continuing west across the George Washington Bridge to the New Jersey Turnpike. The expressway has three travel lanes in each direction, provides connections to the Bruckner Expressway (I-278), Hutchinson River Parkway, (I-678), New England Thruway, Sheridan Expressway (I-895), Major Deegan Expressway (I-87), Harlem River Drive, and Henry Hudson Parkway. There are two exits – Exit 2, Jerome Avenue, and Exit 3, Webster Avenue, in the vicinity of the rezoning area. The Cross-Bronx Expressway is a NYCDOT-

designated through truck route (i.e., a through route for trucks who do not have a trip origin or destination within the Bronx).

### Primary North-South Corridors

Jerome Avenue is a north-south arterial through the Bronx within the rezoning area. The elevated NYCT 4 subway line runs above Jerome Avenue from East 168th Street to the north end of the study corridor at East 184th Street. Within the project limits, Jerome Avenue has one travel lane in each direction in the center of the roadway between the subway support columns. Along most of the corridor's length, an auxiliary travel lane is provided in each direction between the subway support columns and curbside parking. At some locations, such as at the Burnside Avenue Station, the curbside parking and travel lanes are closed for pedestrian safety purposes. Jerome Avenue is a designated NYCDOT local truck route.

The Grand Concourse is a major arterial that runs north-south through the Bronx and generally provides two mainline travel lanes, one service road lane, and one bike lane within the service roadways in each direction. The mainline roadway is separated from the service roadway by a raised median and curbside parking is provided along the service road.

Bounding the study area to the west is Dr. Martin Luther King Jr. Boulevard, which is also signed as University Avenue in the vicinity of the Bronx Community College and Edward L. Grant Highway below West 174th Street. The boulevard is a principal arterial roadway that has two moving lanes and a curbside lane in each direction and runs approximately parallel to Jerome Avenue for its length. South of Tremont Avenue, a raised median divides the travel directions. University Avenue is a NYCDOT-designated local truck route and provides a combination of bike lanes and shared bike lanes.

Sedgwick Avenue runs parallel to Jerome Avenue, from Mosholu Parkway in the north to the Macombs Dam Bridge in the south. Sedgwick Avenue is a minor arterial that serves as a service road for the Major Deegan Expressway for the majority of its length in the study area, and becomes a primary thoroughfare for the area near the Bronx Community College.

The Major Deegan Expressway (I-87) is an interstate highway that parallels the Harlem River on the west side of the Bronx. The expressway is a NYCDOT-designated through truck route and connects the Bruckner Expressway in the southeastern portion of the Bronx to Westchester and destinations north and west. The expressway has five access points within the vicinity of the rezoning area – Exit 5 - East 161st Street, Exit 6 - East 153rd Street, Exit 7 - I-95 to the Cross Bronx Expressway and George Washington Bridge, Exit 8 - West 179th Street and Exit 9 - West Fordham Road.

## *Traffic Assignment and Analysis Locations*

The assignments of vehicle trips will be based on the location of the projected development and the anticipated origins and destinations of vehicle trips associated with the different uses projected for the

rezoning area (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips used for the assignments are based on 2006-2010 US Census journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations are based on population density in proximity to the rezoning area. **Table 6** presents the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the perimeter of the rezoning area and then assigned via the most direct route to trip nodes located within each cluster or in proximity to an outlier development site.

Truck trips en route to and from each cluster/outlier site were assigned to designated through and local truck routes and then to the most direct paths to and from trip nodes. The majority of truck trips were assigned to the through truck route along the Cross Bronx Expressway and to local truck routes along Jerome Avenue, Fordham Road, and Burnside Avenue.

## Table 6: Directional Distributions of Auto/Taxi Trips by Land Use

| Land Use | Bronx | | | | Manhattan | Brooklyn | Queens | Long Island | Upstate/CT | Staten Island/NJ/PA |
|---|---|---|---|---|---|---|---|---|---|---|
| | North | East | South | West | | | | | | |
| Non-Retail Commercial | 509 | 2,198 | 469 | 274 | 334 | 164 | 666 | 371 | 1,552 | 649 |
| Non-Retail Commercial[1] | 7% | 31% | 7% | 4% | 5% | 2% | 9% | 5% | 22% | 9% |
| Residential | 498 | 1,783 | 956 | 280 | 2,197 | 213 | 704 | 30 | 1,339 | 798 |
| Residential[2] | 6% | 20% | 11% | 3% | 25% | 2% | 8% | 0% | 15% | 9% |
| Local Retail/Community Uses | 66,680 | 93,365 | 62,675 | 51,800 | - | - | - | - | - | - |
| Local Retail/Community Uses[3] | *24%* | *34%* | *23%* | *19%* | - | - | - | - | - | - |

Notes:

1. Vehicle (auto/taxi) trip distribution for office and light industrial trips for the proposed rezoning area.
   This distribution was based on reverse journey-to-work trips using 2006-2010 US Census data for tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
2. Vehicle (auto/taxi) trip distribution for market-rate and affordable residential.
   This distribution was based on reverse journey-to-work trips using 2006-2010 US Census data for tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
3. Trip distribution for all other uses in the proposed rezoning area (local retail, destination retail, restaurant, auto repair, auto dealership, warehouse, supermarket, pre-K school, day care center, community center, and medical office.
   This distribution was based population density for census tracts within an approximate 1/2-mile distance of the proposed rezoning area.

As noted previously, the Proposed Actions would be expected to generate a net increase of 405 vehicle trips during the weekday AM peak hour, 524 vehicle trips during the weekday midday peak hour, 671 vehicle trips during the weekday PM peak hour, and 617 vehicle trips during the Saturday midday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes has been prepared to identify critical intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). **Figure 2** shows the locations of the 36 that were selected for detailed analysis. Net incremental peak hour vehicle trips are assigned to intersections to be analyzed within the traffic study area, as summarized in **Table 7**.

**TRANSIT**

The rezoning area is served by three subway lines – the elevated 4 (IRT) line on Jerome Avenue and the B/D (IND) lines along the Grand Concourse to the east.

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual,* detailed transit analyses are required if a proposed action is projected to result in greater than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

The Proposed Actions are expected to generate over 200 peak hour rail on a single line, and likely will also result in greater than 50 bus passengers being assigned to a single bus line in one direction. Therefore, a detailed bus and subway analysis is warranted.

## *Subway Analysis*

### Subway Stations

There are a total of eleven NYCT subway stations within, or in close proximity to, the rezoning area. These stations are presented on **Figure 3** along with the subway routes serving each facility. The 4 line operating along Jerome Avenue serves six elevated stations above Jerome Avenue within the rezoning area, including, 183rd Street, Burnside Avenue, 176th Street, Mt. Eden Avenue, 170th Street, and 167th Street. Five underground stations (182nd-183rd Streets, Tremont Avenue, 174th-175th Streets, 170th Street, and 167th Street) are served by the B/D subway lines operating on the Grand Concourse to the east of the rezoning area. Nearly all the projected development sites are closer to the Jerome Avenue 4 stations than the Grand Concourse B/D stations; consequently, all subway trips were assigned to Jerome Avenue stations except for one projected development site that was closer to the 170th Street B/D station.

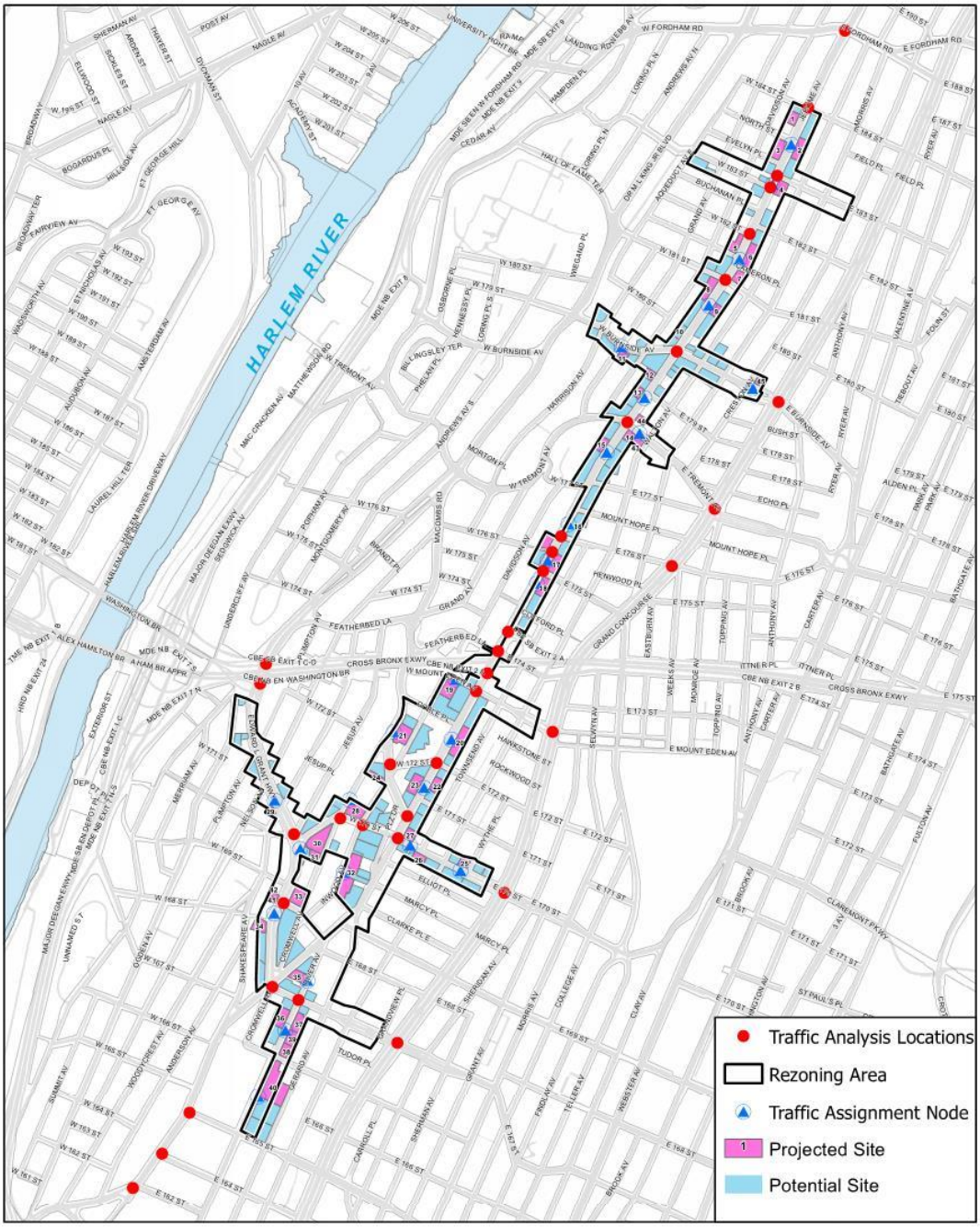


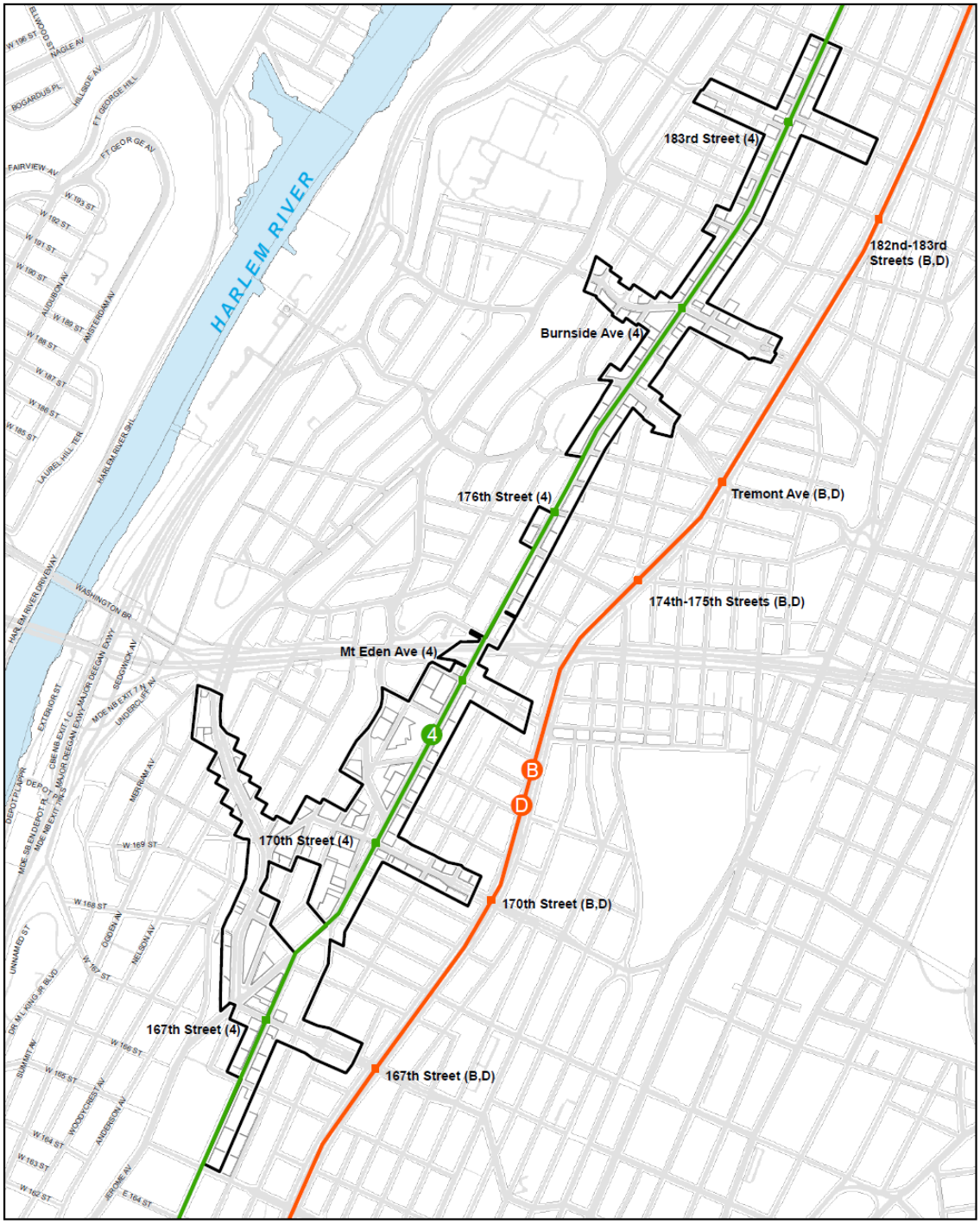

Figure 2

**TRAFFIC ANALYSIS LOCATIONS**

**Table 7: RWCDS Net Incremental Peak Hour Vehicle Trips by Intersection**

| Intersection | Incremental Peak Hour Trips | | | |
|---|---|---|---|---|
| | AM | Midday | PM | Sat MD |
| Jerome Avenue at Kingsbridge Road | -3 | **+ 79** | + **58** | **+ 82** |
| Jerome Avenue at Fordham Road | + 42 | **+ 103** | **+ 113** | **+ 116** |
| Jerome Avenue at 184th Street | + 41 | **+ 89** | **+ 114** | **+ 125** |
| Jerome Avenue at East 183rd Street | + 35 | **+ 93** | **+ 98** | **+ 100** |
| Jerome Avenue at West 183rd Street | + 33 | **+ 104** | **+ 105** | **+ 112** |
| Jerome Avenue at West 182nd Street | + 31 | **+ 100** | **+ 102** | **+ 109** |
| Jerome Avenue at West 181st Street | + 28 | **+ 121** | **+ 106** | **+ 117** |
| Jerome Avenue at Burnside Avenue | + 29 | **+ 131** | **+ 117** | **+ 119** |
| Jerome Avenue at Tremont Avenue | + 35 | **+ 91** | **+ 111** | **+ 123** |
| Jerome Avenue at East 176th Street | + 44 | **+ 117** | **+ 102** | **+ 108** |
| Jerome Avenue at 175th Street | + 46 | **+ 96** | **+ 96** | **+ 93** |
| Jerome Avenue at I-95 Westbound Ramps | **+ 109** | **+ 108** | **+ 137** | **+ 122** |
| Jerome Avenue at Featherbed Lane | **+ 87** | **+ 96** | **+ 119** | **+ 110** |
| Jerome Avenue at I-95 Eastbound Ramps | **+ 111** | **+ 93** | **+ 162** | **+ 129** |
| Jerome Avenue at Mt. Eden Avenue | **+ 88** | **+ 109** | **+ 157** | **+ 139** |
| Jerome Avenue at Macombs Road | **+ 79** | **+ 68** | **+ 89** | **+ 88** |
| Jerome Avenue at 172nd Street | **+ 61** | **+ 65** | **+ 121** | **+ 105** |
| Jerome Avenue at 170th Street | **+ 74** | **+ 109** | **+ 131** | **+ 122** |
| Jerome Avenue at 167th Street/Edward L Grant Hwy | **+ 80** | **+ 88** | **+ 103** | **+ 91** |
| Jerome Avenue at East 165th Street | **+ 62** | + 28 | **+ 69** | + 48 |
| Jerome Avenue at East 164th Street | **+ 61** | + 23 | **+ 64** | + 44 |
| Jerome Avenue at Macombs Dam Bridge | **+ 55** | + 22 | **+ 62** | + 41 |

| | | | | |
|---|---|---|---|---|
| Grand Concourse at East Burnside Avenue | + 13 | **+ 53** | + 43 | + 45 |
| Grand Concourse at East Tremont Avenue | + 10 | + 25 | + 37 | **+ 64** |
| Grand Concourse at East 176th Street | + 14 | **+ 54** | + 44 | **+ 65** |
| Grand Concourse at Mt. Eden Avenue | + 1 | **+ 57** | + 49 | **+ 64** |
| Grand Concourse at East 170th Street | + 32 | **+ 88** | **+ 99** | **+ 111** |
| Grand Concourse at East 167th Street | + 37 | **+ 99** | **+ 86** | **+ 104** |
| Inwood Avenue at West 170th Street | + 25 | **+ 54** | **+ 78** | **+ 62** |
| Cromwell Avenue at West 170th Street | + 12 | **+ 61** | **+ 83** | **+ 60** |
| University Avenue at Washington Bridge On-Ramps | **+ 50** | + 33 | **+ 50** | + 35 |
| University Avenue at Washington Bridge Off-Ramps | + 32 | + 30 | **+ 53** | + 36 |
| Edward L Grant Hwy at West 170th Street | + 29 | + 43 | + 47 | + 39 |
| Edward L Grant Hwy at West 169th Street | + 34 | **+ 55** | + 41 | + 45 |
| River Avenue at East 167th Street | + 31 | **+ 59** | + 41 | + 46 |
| Macombs Road at West 172nd Street | + 32 | +31 | +41 | +33 |




N

0 0.25 0.5 Miles

*Jerome Avenue Rezoning Proposal*

Figure 3

**NYCT Subway Lines in the Rezoning Area**

## Subway Assignment and Analyzed Stations

As shown in **Table 4**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 1,382 and 1,748 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each development cluster or outlier site were assigned to the individual stations serving the rezoning area based on proximity to projected development sites. **Table 8** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the rezoning area. As shown in **Table 8**, the highest number of peak hour subway trips are expected to occur at the 170th Street station on the Jerome Avenue 4 Line, which would experience approximately 613 incremental trips (in and out combined) in the AM peak hour and 728 in the PM peak hour.

**Table 8: RWCDS Net Incremental Peak Hour Subway Trips by Station**

| Subway Station (Line) | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
|---|---|---|---|---|---|---|
| | Boarding | Alighting | Total | Boarding | Alighting | Total |
| 167th Street (4) | 143 | 30 | 173 | 78 | 150 | **228** |
| 170th Street (4) | 522 | 91 | **613** | 228 | 500 | **728** |
| Mt. Eden Avenue (4) | 72 | 15 | 87 | 38 | 72 | 110 |
| 176th Street (4) | 118 | 22 | 140 | 62 | 124 | 186 |
| Burnside Avenue (4) | 115 | 49 | 164 | 98 | 136 | **234** |
| 183rd Street (4) | 154 | 30 | 184 | 72 | 157 | **229** |
| 170th Street (B, D) | 17 | 3 | 20 | 7 | 25 | 32 |

The analysis of subway station conditions focuses on a total of four subway stations at which incremental demand from the Proposed Actions would exceed the 200-trip CEQR Technical Manual analysis threshold in one or both peak hours. As shown in **Table 8**, these subway stations include:

- 167th Street (4)
- 170th Street (4)
- Burnside Avenue (4)
- 183rd Street (4)

For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions are analyzed.

## Subway Line Haul

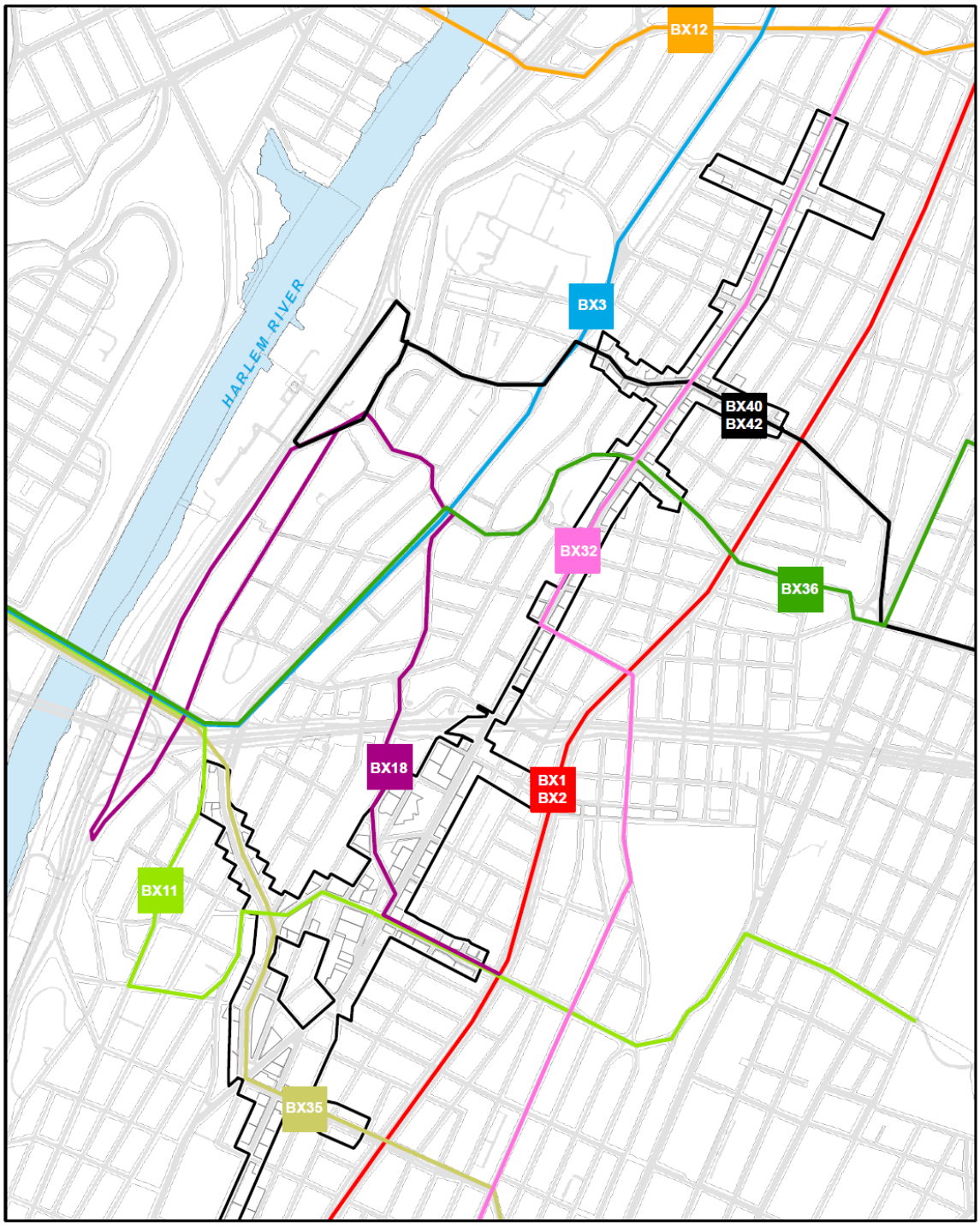
As discussed above, the rezoning area is served by three NYCT subway routes, including the 4, B, and D lines. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions is included in the EIS. The analysis uses existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

# *Bus Analysis*

## Bus Routes

The rezoning area is served by nine local NYCT bus routes (see **Figure 4**) and include the following:

- Bx1 connects Riverdale to Mott Haven along the Grand Concourse adjacent to the site
- Bx2 connects Kingsbridge to Mott Haven along the Grand Concourse adjacent to the site
- Bx11 operates between Longwood in the Bronx and the George Washington Bridge Bus Terminal in Manhattan via Claremont Parkway and 170th Street
- Bx18 operates between Morris Heights and Morrisania via Macombs Road. The Bx18 primarily serves as a connection between the Morris Heights neighborhood and the 4 Line subway station at Jerome Avenue and 170th Street within the rezoning area. The Bx18 has the lowest peak hour ridership and service frequency of the bus routes within the rezoning area and would not likely be used by new bus trips generated by the rezoning project; therefore, no new trips were assigned to this route.
- Bx32 operates between the Bronx VA Medical Center and Mott Haven via Morris and Jerome avenues
- Bx35 connects Hunts Point in the Bronx to Washington Heights via East 167th and West 181st streets
- Bx36 connects Soundview in the Bronx to Washington Heights in Manhattan via East 174th and East 180th streets
- Bx40 operates between Morris Heights and Fort Schuyler via East Tremont Avenue
- Bx42 operates between Morris Heights and Throgs Neck via East Tremont Avenue




N

0 0.25 0.5 Miles

Figure 4

**NYCT Bus Routes in the Rezoning Area**

## Bus Assignment and Analyzed Routes

As presented in **Table 4**, the projected development sites are expected to generate a net total of approximately 555 and 935 incremental trips by bus during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to individual projected development sites or clusters and current ridership patterns. **Table 9** presents the anticipated number of new riders expected on each bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual,* a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As listed in **Table 9**, several of these bus routes are expected to carry 50 or more new trips in one direction in at least one peak hour and will be analyzed in the EIS.

**Table 9: RWCDS Net Incremental Peak Hour Bus Trips by Route and Direction**

| Route | Direction | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Alighting | Boarding | Total | Alighting | Boarding | Total |
| BX1 | NB | 2 | 0 | 2 | -3 | 0 | -3 |
| | SB | 2 | 1 | 3 | -2 | -1 | -3 |
| BX2 | NB | 2 | 0 | 2 | -3 | 0 | -3 |
| | SB | 1 | 0 | 1 | -1 | 0 | -1 |
| BX11 | EB | 22 | **93** | 115 | **114** | **69** | 183 |
| | WB | 22 | **93** | 115 | **114** | **69** | 183 |
| BX32 | NB | 23 | 36 | 59 | **100** | 34 | 134 |
| | SB | 12 | **72** | 84 | **50** | **69** | 119 |
| BX35 | EB | 15 | 41 | 56 | **61** | 45 | 106 |
| | WB | 15 | 41 | 56 | **61** | 45 | 106 |
| BX36 | EB | 1 | 1 | 2 | 1 | 2 | 3 |
| | WB | 0 | 11 | 11 | 8 | 0 | 8 |
| BX40 | EB | 9 | 1 | 10 | 3 | 21 | 24 |
| | WB | 1 | 13 | 14 | 24 | 2 | 26 |
| BX42 | EB | 9 | 1 | 10 | 3 | 21 | 24 |
| | WB | 1 | 13 | 14 | 24 | 2 | 26 |

Notes:
**Bold** - denotes greater than 50 incremental trips per direction

### PEDESTRIANS

Per the *CEQR Technical Manual*, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area, or crosswalk. As shown previously in **Table 4**: Travel Demand Forecast

| Land Use | Local Retail[1] | | Regional Retail | | Office | | Residential | | Restaurant[2] (sit-down) | | Light Industrial | | Auto Repair | | Auto Dealership | | Warehouse | | Fresh (Supermarket) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units | 208.1 | ksf | 42.8 | ksf | 39.3 | ksf | 3,250.0 | DU | 11.6 | ksf | -47.8 | ksf | -86.8 | ksf | -11.2 | ksf | -168.7 | ksf | 23.2 | ksf |
| **Peak Hour Trips:** | | | | | | | | | | | | | | | | | | | | |
| AM | 1152 | | 100 | | 85 | | 2624 | | 14 | | -71 | | -222 | | -31 | | -69 | | 142 | |
| MD | 7294 | | 301 | | 106 | | 1312 | | 94 | | -55 | | -185 | | -61 | | -115 | | 570 | |
| PM | 3839 | | 301 | | 99 | | 2887 | | 126 | | -77 | | -239 | | -40 | | -73 | | 475 | |
| Sat MD | 4495 | | 436 | | 26 | | 2496 | | 174 | | -8 | | -185 | | -46 | | -30 | | 753 | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 17 | 17 | 19 | 18 | 30 | 1 | 76 | 431 | 3 | 0 | -23 | -3 | -123 | -66 | -23 | -8 | -20 | -5 | 3 | 3 |
| Taxi | 12 | 12 | 1 | 1 | 2 | 0 | 7 | 40 | 3 | 0 | -1 | 0 | -7 | -4 | 0 | 0 | -1 | 0 | 2 | 2 |
| Bus | 58 | 58 | 11 | 10 | 17 | 1 | 61 | 344 | 1 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Subway | 29 | 29 | 11 | 10 | 17 | 1 | 194 | 1,098 | 4 | 0 | -13 | -2 | -1 | -1 | 0 | 0 | -11 | -3 | 3 | 4 |
| Railroad | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 65 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| Walk/Other | 461 | 461 | 9 | 9 | 15 | 1 | 45 | 254 | 3 | 0 | -11 | -2 | -12 | -6 | 0 | 0 | -10 | -3 | 53 | 65 |
| Total | **576** | **576** | **52** | **48** | **81** | **3** | **394** | **2,231** | **13** | **1** | **-63** | **-9** | **-145** | **-78** | **-23** | **-8** | **-54** | **-14** | **64** | **78** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 109 | 109 | 58 | 54 | 15 | 24 | 127 | 127 | 12 | 12 | -10 | -10 | -79 | -79 | -31 | -31 | -21 | -21 | 10 | 12 |
| Taxi | 73 | 73 | 3 | 3 | 1 | 1 | 12 | 12 | 9 | 9 | -1 | -1 | -5 | -5 | 0 | 0 | -1 | -1 | 8 | 9 |
| Bus | 365 | 365 | 33 | 30 | 9 | 14 | 101 | 101 | 2 | 2 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Subway | 182 | 182 | 33 | 30 | 9 | 14 | 323 | 323 | 14 | 14 | -6 | -6 | -1 | -1 | 0 | 0 | -12 | -12 | 13 | 15 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Walk/Other | 2,918 | 2,918 | 28 | 26 | 7 | 12 | 75 | 75 | 9 | 9 | -5 | -5 | -7 | -7 | 0 | 0 | -10 | -10 | 217 | 255 |
| Total | **3,647** | **3,647** | **157** | **145** | **41** | **65** | **656** | **656** | **47** | **47** | **-27** | **-27** | **-93** | **-93** | **-31** | **-31** | **-58** | **-58** | **262** | **308** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 58 | 58 | 58 | 54 | 2 | 35 | 390 | 167 | 21 | 10 | -3 | -25 | -102 | -102 | -16 | -24 | -7 | -20 | 9 | 10 |
| Taxi | 38 | 38 | 3 | 3 | 0 | 2 | 36 | 16 | 17 | 8 | 0 | -1 | -6 | -6 | 0 | 0 | 0 | -1 | 7 | 8 |
| Bus | 192 | 192 | 33 | 30 | 1 | 20 | 311 | 133 | 4 | 2 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Subway | 96 | 96 | 33 | 30 | 1 | 20 | 994 | 426 | 25 | 12 | -2 | -14 | -1 | -1 | 0 | 0 | -4 | -12 | 11 | 13 |
| Railroad | 0 | 0 | 2 | 1 | 0 | 1 | 59 | 25 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 |
| Walk/Other | 1,536 | 1,536 | 28 | 26 | 1 | 17 | 230 | 99 | 17 | 8 | -2 | -12 | -10 | -10 | 0 | 0 | -3 | -10 | 185 | 209 |
| Total | **1,920** | **1,920** | **157** | **145** | **5** | **94** | **2,021** | **866** | **84** | **41** | **-9** | **-68** | **-120** | **-120** | **-16** | **-24** | **-18** | **-55** | **223** | **252** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 67 | 67 | 84 | 77 | 6 | 4 | 241 | 241 | 22 | 22 | -2 | -2 | -79 | -79 | -23 | -22 | -7 | -4 | 14 | 16 |
| Taxi | 45 | 45 | 5 | 4 | 0 | 0 | 22 | 22 | 17 | 17 | 0 | 0 | -5 | -5 | 0 | 0 | 0 | 0 | 10 | 12 |
| Bus | 225 | 225 | 48 | 44 | 3 | 2 | 192 | 192 | 4 | 4 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Subway | 112 | 112 | 48 | 44 | 3 | 2 | 614 | 614 | 26 | 26 | -1 | -1 | -1 | -1 | 0 | 0 | -4 | -2 | 17 | 20 |
| Railroad | 0 | 0 | 2 | 2 | 0 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk/Other | 1,798 | 1,798 | 41 | 38 | 3 | 2 | 142 | 142 | 17 | 17 | -1 | -1 | -7 | -7 | 0 | 0 | -3 | -2 | 288 | 338 |
| Total | **2,247** | **2,247** | **227** | **209** | **16** | **10** | **1,248** | **1,248** | **87** | **87** | **-4** | **-4** | **-93** | **-93** | **-23** | **-22** | **-19** | **-11** | **346** | **407** |
| **Vehicle Trips:** | | | | | | | | | | | | | | | | | | | | |
| **AM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 11 | 11 | 9 | 8 | 27 | 1 | 63 | 356 | 1 | 0 | -14 | -2 | -95 | -51 | -18 | -6 | -15 | -4 | 2 | 2 |
| Taxi | 10 | 10 | 1 | 0 | 1 | 0 | 5 | 29 | 1 | 0 | -1 | 0 | -6 | -3 | 0 | 0 | -1 | 0 | 1 | 2 |
| Taxi Balanced | 19 | 19 | 1 | 1 | 1 | 1 | 34 | 34 | 1 | 1 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 3 | 3 |
| Truck | 3 | 3 | 1 | 1 | 1 | 1 | 12 | 12 | 1 | 1 | -1 | -1 | -5 | -5 | 0 | 0 | -8 | -8 | 0 | 0 |
| Total | **33** | **33** | **10** | **10** | **29** | **3** | **108** | **401** | **4** | **3** | **-17** | **-4** | **-109** | **-65** | **-18** | **-6** | **-24** | **-13** | **5** | **5** |
| **MD** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 68 | 68 | 26 | 24 | 14 | 21 | 75 | 75 | 5 | 5 | -6 | -6 | -61 | -61 | -24 | -24 | -16 | -16 | 6 | 7 |
| Taxi | 61 | 61 | 2 | 1 | 1 | 1 | 8 | 8 | 4 | 4 | 0 | 0 | -4 | -4 | 0 | 0 | -1 | -1 | 6 | 7 |
| Taxi Balanced | 122 | 122 | 3 | 3 | 2 | 2 | 17 | 17 | 8 | 8 | -1 | -1 | -7 | -7 | 0 | 0 | -1 | -1 | 12 | 12 |
| Truck | 4 | 4 | 1 | 1 | 1 | 1 | 9 | 9 | 1 | 1 | -1 | -1 | -3 | -3 | 0 | 0 | -5 | -5 | 0 | 0 |
| Total | **194** | **194** | **30** | **28** | **16** | **23** | **100** | **100** | **15** | **15** | **-8** | **-8** | **-71** | **-71** | **-24** | **-24** | **-23** | **-23** | **19** | **20** |
| **PM** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 36 | 36 | 26 | 24 | 2 | 31 | 322 | 138 | 10 | 5 | -2 | -15 | -78 | -78 | -12 | -19 | -5 | -16 | 5 | 6 |
| Taxi | 32 | 32 | 2 | 1 | 0 | 1 | 26 | 11 | 7 | 4 | 0 | -1 | -5 | -5 | 0 | 0 | 0 | -1 | 5 | 5 |
| Taxi Balanced | 64 | 64 | 3 | 3 | 1 | 1 | 37 | 37 | 11 | 11 | -1 | -1 | -9 | -9 | 0 | 0 | -1 | -1 | 10 | 10 |
| Truck | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 |
| Total | **101** | **101** | **30** | **27** | **3** | **32** | **361** | **177** | **21** | **16** | **-3** | **-17** | **-88** | **-88** | **-12** | **-19** | **-7** | **-17** | **16** | **16** |
| **Saturday** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Auto | 42 | 42 | 38 | 35 | 5 | 3 | 142 | 142 | 10 | 10 | -1 | -1 | -61 | -61 | -18 | -17 | -5 | -3 | 8 | 10 |
| Taxi | 37 | 37 | 2 | 2 | 0 | 0 | 16 | 16 | 8 | 8 | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 7 | 9 |
| Taxi Balanced | 75 | 75 | 4 | 4 | 0 | 0 | 32 | 32 | 15 | 15 | 0 | 0 | -7 | -7 | 0 | 0 | 0 | 0 | 16 | 16 |
| Truck | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **118** | **118** | **43** | **40** | **6** | **4** | **177** | **177** | **26** | **26** | **-1** | **-1** | **-68** | **-68** | **-18** | **-17** | **-6** | **-4** | **25** | **26** |

(1) Ten-percent linked trips for local retail.
(2) Twenty-five-percent linked trips for restaurant.

, the proposed project is expected to generate approximately 1,607 walk-only trips in the weekday AM peak hour, 6,772 in the midday peak hour, 4,143 in the PM peak hour, and 4,787 in the Saturday midday peak hour. Persons en route to and from subway station entrances and bus stops would add

approximately 1,937, 2,137, 2,683, and 2,634 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively.

The analysis will focus on sidewalks, corner areas, and crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts. It is expected that during the AM and PM peak periods, pedestrian trips attributable to the Proposed Actions would be concentrated on sidewalks and crosswalks adjacent to the development sites within the rezoning area and along routes to and from the bus stops and subway stations. During the midday period, pedestrian trips would be expected to be dispersed, as people travel throughout the area for lunch, shopping, or errands. As shown in **Figures 5 and 6**, the analysis locations include a total of 33 sidewalks, 37 corner reservoir areas, and 41 crosswalks.

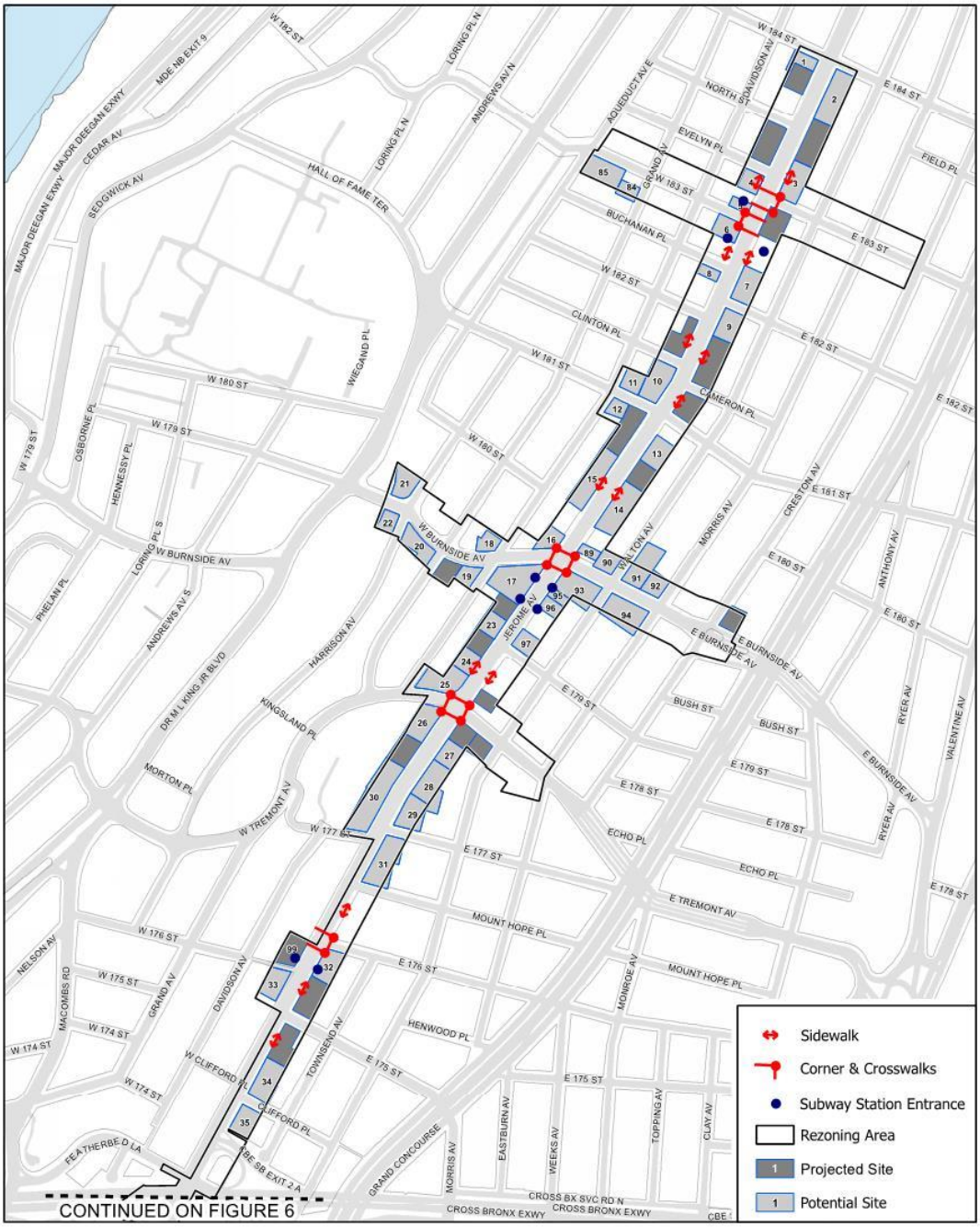



Figure 5

**PEDESTRIAN ANALYSIS LOCATIONS - NORTH**

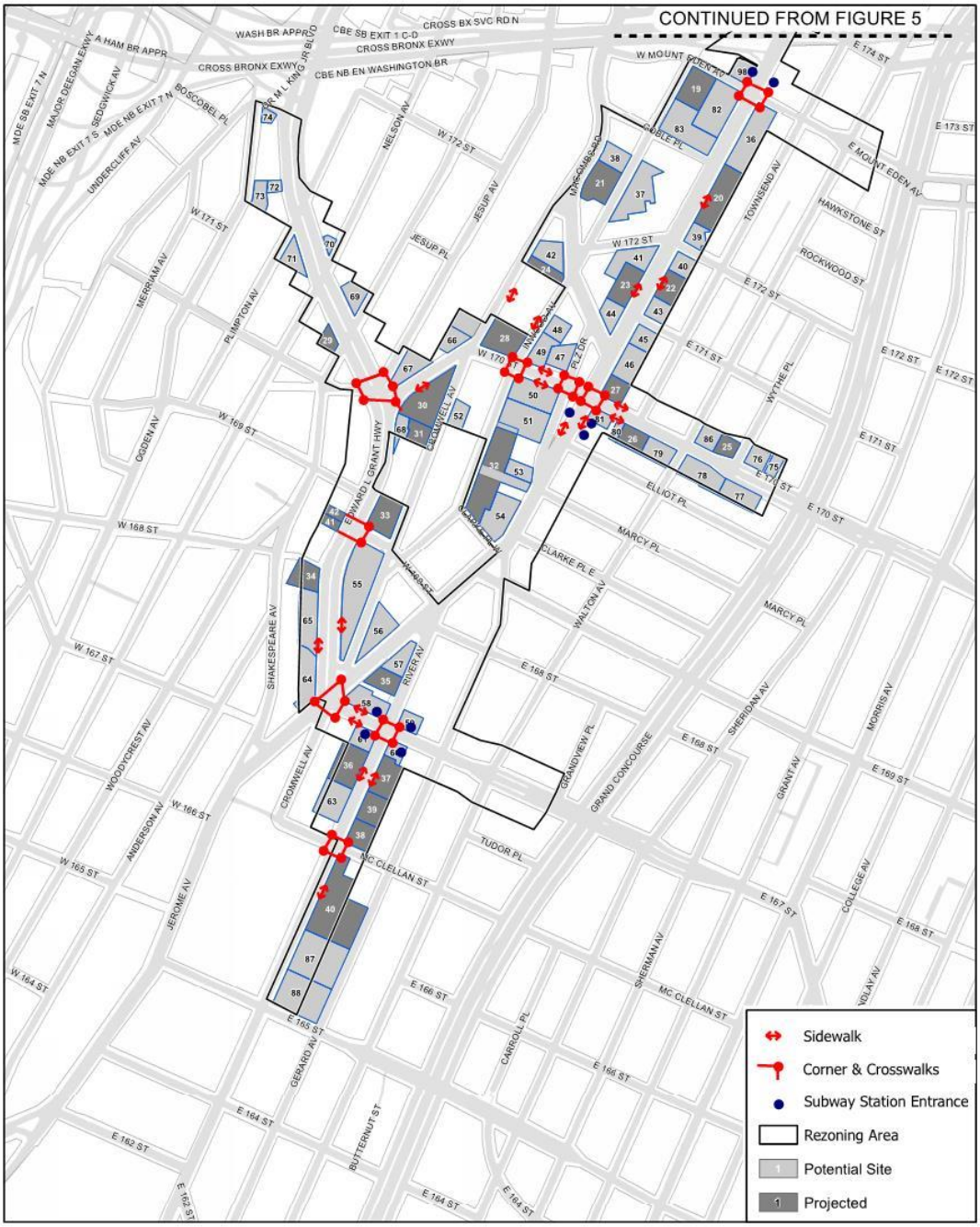



Figure 6

**PEDESTRIAN ANALYSIS LOCATIONS - SOUTH**

*Jerome Avenue Rezoning Proposal*

## PARKING

Peak parking demand from commercial and retail uses typically occurs in the weekday midday period and declines during the afternoon and evening. In contrast, peak parking demand associated with residential uses typically occurs during the overnight period.

On- and off-street parking inventory and utilization surveys will be conducted for the weekday overnight period (when residential parking demand typically peaks), the weekday midday period (when parking in a business area is frequently at peak occupancy), and the Saturday midday peak period to document the existing supply and demand for each period. The parking analyses will document the parking supply and utilization within a quarter-mile radius (an acceptable walking distance) of the rezoning area, both with and without the Proposed Actions.

Parking demand generated by the residential component of the Proposed Actions would be forecasted based on 2010-2014 five-year ACS data on average vehicles per household for units. Parking demand generated from all other uses will be derived from the forecasts of daily auto trips from these uses. The forecast of new parking supply with the Proposed Actions will be based on the net change in parking spaces on projected development sites.

# Appendix E2: Level of Service (LOS) Tables and Parking Regulations

This page is intentionally left black

## 2016 Existing Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.88 | 45.9 | D | 0.65 | 27.0 | C | 0.88 | 44.9 | D | 0.85 | 36.1 | D |
| | WB | LTR | 0.68 | 33.0 | C | 0.56 | 24.7 | C | 0.67 | 33.1 | C | 0.55 | 24.3 | C |
| Jerome Avenue | NB | LTR | 0.50 | 31.3 | C | 0.87 | 50.8 | D | 1.03 | 89.5 | F | 0.62 | 30.4 | C |
| | SB | LT | 0.62 | 35.6 | D | 0.56 | 28.0 | C | 0.53 | 31.8 | C | 0.51 | 26.5 | C |
| | | R | 0.33 | 27.8 | C | 0.28 | 22.8 | C | 0.29 | 26.8 | C | 0.26 | 22.2 | C |
| **Overall Intersection** | | **-** | | **37.4** | **D** | | **30.7** | **C** | | **47.6** | **D** | | **29.9** | **C** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | | | | |
| Fordham Road | EB | LT | 0.76 | 19.7 | B | 0.58 | 14.2 | B | 0.76 | 16.6 | B | 0.60 | 16.2 | B |
| | WB | LTR | 0.73 | 18.4 | B | 0.49 | 12.9 | B | 0.65 | 13.5 | B | 0.63 | 17.0 | B |
| Jerome Avenue | NB | LTR | 0.80 | 58.0 | E | 0.79 | 43.3 | D | 0.95 | 83.6 | F | 0.81 | 55.5 | E |
| | SB | LTR | 0.92 | 76.3 | E | 0.79 | 42.5 | D | 1.05 | 114.1 | F | 0.77 | 51.2 | D |
| **Overall Intersection** | | **-** | | **29.5** | **C** | | **21.7** | **C** | | **32.4** | **C** | | **25.3** | **C** |
| **Jerome Avenue and 184th Street** | | | | | | | | | | | | | | |
| 184th Street | WB | LTR | 0.39 | 36.1 | D | 0.42 | 37.0 | D | 0.53 | 39.7 | D | 0.52 | 39.4 | D |
| Jerome Avenue | NB | LTR | 0.20 | 13.5 | B | 0.19 | 13.4 | B | 0.25 | 14.0 | B | 0.26 | 14.2 | B |
| | SB | LTR | 0.22 | 13.7 | B | 0.21 | 13.6 | B | 0.20 | 13.5 | B | 0.22 | 13.7 | B |
| **Overall Intersection** | | **-** | | **18.3** | **B** | | **18.6** | **B** | | **20.3** | **C** | | **19.7** | **B** |
| **Jerome Avenue and E. 183rd Street** | | | | | | | | | | | | | | |
| E. 183rd Street | WB | LR | 0.37 | 36.2 | D | 0.34 | 35.3 | D | 0.55 | 41.4 | D | 0.43 | 37.5 | D |
| Jerome Avenue | NB | TR | 0.40 | 16.6 | B | 0.38 | 16.1 | B | 0.43 | 16.8 | B | 0.41 | 16.4 | B |
| | SB | LT | 0.52 | 19.4 | B | 0.48 | 18.4 | B | 0.45 | 17.9 | B | 0.53 | 19.4 | B |
| **Overall Intersection** | | **-** | | **20.7** | **C** | | **20.0** | **B** | | **22.5** | **C** | | **21.2** | **C** |
| **Jerome Avenue and W. 183rd Street** | | | | | | | | | | | | | | |
| W. 183rd Street | EB | LR | 0.54 | 42.0 | D | 0.34 | 35.4 | D | 0.50 | 39.6 | D | 0.57 | 42.4 | D |
| Jerome Avenue | NB | LT | 0.48 | 18.5 | B | 0.44 | 17.5 | B | 0.44 | 17.5 | B | 0.42 | 17.0 | B |
| | SB | TR | 0.47 | 18.0 | B | 0.49 | 18.5 | B | 0.53 | 19.3 | B | 0.57 | 20.4 | C |
| **Overall Intersection** | | **-** | | **22.9** | **C** | | **20.6** | **C** | | **22.8** | **C** | | **23.6** | **C** |
| **Jerome Avenue and W. 182nd Street** | | | | | | | | | | | | | | |
| Jerome Avenue | NB | LT | 0.21 | 13.6 | B | 0.22 | 14.2 | B | 0.19 | 13.8 | B | 0.22 | 14.1 | B |
| | SB | TR | 0.25 | 14.0 | B | 0.19 | 13.8 | B | 0.19 | 13.9 | B | 0.22 | 14.2 | B |
| **Overall Intersection** | | **-** | | **13.8** | **B** | | **14.0** | **B** | | **13.9** | **B** | | **14.1** | **B** |
| **Jerome Avenue and E. 181st Street** | | | | | | | | | | | | | | |
| E. 181st Street | WB | LTR | 0.50 | 37.6 | D | 0.51 | 37.9 | D | 0.56 | 39.0 | D | 0.41 | 35.6 | D |
| Jerome Avenue | NB | LT | 0.21 | 13.6 | B | 0.20 | 13.5 | B | 0.22 | 13.6 | B | 0.26 | 14.0 | B |
| | SB | TR | 0.20 | 13.4 | B | 0.19 | 13.4 | B | 0.19 | 13.4 | B | 0.25 | 14.0 | B |
| **Overall Intersection** | | **-** | | **20.8** | **C** | | **21.2** | **C** | | **21.9** | **C** | | **18.8** | **B** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.70 | 32.8 | C | 0.70 | 33.4 | C | 0.82 | 40.1 | D | 0.66 | 30.9 | C |
| | WB | LTR | 0.68 | 31.7 | C | 0.67 | 31.2 | C | 0.82 | 39.9 | D | 0.76 | 36.2 | D |
| Jerome Avenue | NB | LTR | 0.62 | 29.3 | C | 0.59 | 28.4 | C | 0.58 | 27.7 | C | 0.56 | 27.1 | C |
| | SB | LTR | 0.70 | 33.1 | C | 0.61 | 29.0 | C | 0.70 | 33.2 | C | 0.66 | 30.8 | C |
| **Overall Intersection** | | **-** | | **31.7** | **C** | | **30.5** | **C** | | **35.9** | **D** | | **31.5** | **C** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 0.92 | 55.1 | E | 0.88 | 50.1 | D | 1.04 | 83.1 | F | 0.93 | 55.5 | E |
| | WB | LTR | 0.83 | 43.9 | D | 0.68 | 33.5 | C | 1.02 | 77.6 | E | 0.84 | 44.1 | D |
| Jerome Avenue | NB | LTR | 0.34 | 24.1 | C | 0.40 | 25.1 | C | 0.36 | 24.5 | C | 0.54 | 28.0 | C |
| | SB | LTR | 0.58 | 29.1 | C | 0.51 | 27.5 | C | 0.55 | 28.2 | C | 0.37 | 24.5 | C |
| **Overall Intersection** | | **-** | | **39.1** | **D** | | **34.8** | **C** | | **58.2** | **E** | | **39.3** | **D** |
| **Jerome Avenue and E. 176th Street** | | | | | | | | | | | | | | |
| E. 176th Street | WB | LR | 0.33 | 24.1 | C | 0.21 | 22.0 | C | 0.29 | 23.2 | C | 0.20 | 21.7 | C |
| Jerome Avenue | NB | TR | 0.56 | 16.1 | B | 0.61 | 17.1 | B | 0.53 | 15.4 | B | 0.55 | 15.6 | B |
| | SB | LT | 0.69 | 20.4 | C | 0.67 | 19.7 | B | 0.60 | 17.6 | B | 0.63 | 18.2 | B |
| **Overall Intersection** | | **-** | | **19.0** | **B** | | **18.6** | **B** | | **17.3** | **B** | | **17.3** | **B** |
| **Jerome Avenue and E. 175th Street** | | | | | | | | | | | | | | |
| E. 175th Street | EB | LTR | 0.05 | 19.8 | B | 0.03 | 19.6 | B | 0.01 | 19.4 | B | 0.01 | 19.5 | B |
| | WB | LTR | 0.49 | 28.3 | C | 0.44 | 26.6 | C | 0.79 | 43.2 | D | 0.53 | 28.9 | C |
| Jerome Avenue | NB | LTR | 0.41 | 12.9 | B | 0.36 | 12.3 | B | 0.31 | 11.8 | B | 0.33 | 11.9 | B |
| | SB | LTR | 0.43 | 13.2 | B | 0.37 | 12.5 | B | 0.39 | 12.7 | B | 0.34 | 12.1 | B |
| **Overall Intersection** | | **-** | | **15.2** | **B** | | **14.4** | **B** | | **19.2** | **B** | | **14.9** | **B** |

## 2016 Existing Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and SB I-95 Ramps** | | | | | | | | | | | | | | |
| SB I-95 Ramps | WB | L | 0.43 | 18.1 | B | 0.32 | 16.7 | B | 0.27 | 16.2 | B | 0.25 | 16.0 | B |
| | | R | 0.51 | 20.5 | C | 0.34 | 17.7 | B | 0.27 | 16.7 | B | 0.24 | 16.3 | B |
| Jerome Avenue | NB | T | 0.24 | 15.9 | B | 0.24 | 15.9 | B | 0.22 | 15.7 | B | 0.28 | 16.3 | B |
| | | R | 0.55 | 1.8 | A | 0.56 | 1.8 | A | 0.62 | 2.3 | A | 0.63 | 2.5 | A |
| | SB | DefL | 0.67 | 29.7 | C | 0.64 | 28.0 | C | 0.76 | 35.4 | D | 0.69 | 31.2 | C |
| | | LT | 0.51 | 21.0 | C | 0.41 | 18.9 | B | 0.43 | 19.3 | B | 0.46 | 19.7 | B |
| **Overall Intersection** | | - | | **15.2** | **B** | | **13.6** | **B** | | **14.3** | **B** | | **13.5** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 0.95 | 103.2 | F | 0.86 | 77.5 | E | 1.05 | 130.6 | F | 1.04 | 120.7 | F |
| | | TR | 0.86 | 58.4 | E | 0.77 | 46.6 | D | 0.77 | 47.1 | D | 0.80 | 47.8 | D |
| | WB | LTR | 1.05 | 81.8 | F | 1.04 | 83.6 | F | 1.04 | 77.9 | E | 0.91 | 49.7 | D |
| Jerome Avenue | NB | LTR | 0.46 | 10.4 | B | 0.44 | 10.1 | B | 0.41 | 9.7 | A | 0.48 | 10.5 | B |
| | SB | LTR | 0.68 | 14.4 | B | 0.46 | 10.5 | B | 0.42 | 10.0 | A | 0.42 | 9.9 | A |
| **Overall Intersection** | | - | | **36.0** | **D** | | **34.3** | **C** | | **37.6** | **D** | | **29.0** | **C** |
| **Jerome Avenue and NB I-95 Ramps** | | | | | | | | | | | | | | |
| NB I-95 Ramps | EB | L | 0.73 | 28.7 | C | 0.65 | 25.8 | C | 0.67 | 26.6 | C | 0.75 | 29.5 | C |
| Jerome Avenue | NB | TR | 0.61 | 30.1 | C | 0.62 | 30.1 | C | 0.72 | 32.6 | C | 0.75 | 33.7 | C |
| | SB | DefL | 0.96 | 64.2 | E | 0.82 | 44.0 | D | 0.94 | 64.1 | E | 0.93 | 62.2 | E |
| | | T | 0.47 | 18.3 | B | 0.35 | 16.5 | B | 0.30 | 15.7 | B | 0.34 | 16.3 | B |
| **Overall Intersection** | | - | | **35.1** | **D** | | **29.6** | **C** | | **35.4** | **D** | | **35.4** | **D** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.50 | 28.3 | C | 0.54 | 29.6 | C | 0.63 | 32.6 | C | 0.65 | 33.3 | C |
| Jerome Avenue | NB | LTR | 0.40 | 12.8 | B | 0.40 | 12.7 | B | 0.47 | 13.6 | B | 0.45 | 13.3 | B |
| | SB | LTR | 0.42 | 12.8 | B | 0.31 | 11.7 | B | 0.26 | 11.2 | B | 0.32 | 11.8 | B |
| **Overall Intersection** | | - | | **14.6** | **B** | | **14.7** | **B** | | **15.8** | **B** | | **16.0** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.69 | 38.5 | D | 0.59 | 34.4 | C | 0.79 | 45.1 | D | 0.54 | 31.9 | C |
| Jerome Avenue | NB | LT | 0.40 | 14.3 | B | 0.48 | 15.6 | B | 0.41 | 14.4 | B | 0.42 | 14.5 | B |
| | SB | TR | 0.64 | 18.9 | B | 0.50 | 15.9 | B | 0.51 | 16.0 | B | 0.50 | 15.8 | B |
| **Overall Intersection** | | - | | **21.6** | **C** | | **19.3** | **B** | | **22.8** | **C** | | **18.6** | **B** |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.21 | 21.9 | C | 0.22 | 22.1 | C | 0.24 | 22.3 | C | 0.23 | 22.2 | C |
| Jerome Avenue | NB | LT | 0.41 | 13.1 | B | 0.38 | 12.7 | B | 0.41 | 13.1 | B | 0.40 | 12.8 | B |
| | SB | TR | 0.26 | 11.2 | B | 0.19 | 10.7 | B | 0.19 | 10.7 | B | 0.20 | 10.8 | B |
| **Overall Intersection** | | - | | **13.2** | **B** | | **13.0** | **B** | | **13.4** | **B** | | **13.2** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.86 | 63.0 | E | 0.90 | 70.0 | E | 0.61 | 37.9 | D | 0.58 | 41.3 | D |
| | | R | 0.83 | 61.2 | E | 0.66 | 47.2 | D | 0.47 | 34.4 | C | 0.44 | 37.8 | D |
| Macombs Dam Bridge | NB | T | 0.21 | 19.9 | B | 0.30 | 20.9 | C | 0.42 | 25.8 | C | 0.42 | 22.4 | C |
| Jerome Avenue | SB | T | 0.50 | 23.7 | C | 0.48 | 23.4 | C | 0.52 | 27.6 | C | 0.43 | 22.6 | C |
| **Overall Intersection** | | - | | **37.0** | **D** | | **35.1** | **D** | | **29.6** | **C** | | **26.6** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.85 | 48.0 | D | 0.63 | 34.3 | C | 0.71 | 37.6 | D | 0.68 | 35.9 | D |
| | WB | LTR | 1.05 | 87.5 | F | 0.84 | 49.6 | D | 0.96 | 66.9 | E | 0.96 | 67.6 | E |
| Jerome Avenue | NB | LTR | 0.32 | 13.0 | B | 0.34 | 13.2 | B | 0.37 | 13.5 | B | 0.37 | 13.6 | B |
| | SB | LTR | 0.24 | 12.1 | B | 0.18 | 11.6 | B | 0.17 | 11.5 | B | 0.19 | 11.7 | B |
| **Overall Intersection** | | - | | **41.4** | **D** | | **26.4** | **C** | | **32.6** | **C** | | **31.8** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.52 | 32.1 | C | 0.34 | 29.2 | C | 0.50 | 31.6 | C | 0.42 | 30.3 | C |
| | | R | 0.89 | 68.4 | E | 0.70 | 47.0 | D | 0.99 | 100.1 | F | 1.02 | 103.9 | F |
| 167th Street | WB | L | 0.50 | 31.9 | C | 0.41 | 29.8 | C | 0.51 | 32.5 | C | 0.44 | 30.5 | C |
| | | T | 0.66 | 36.5 | D | 0.57 | 33.1 | C | 0.76 | 41.4 | D | 0.57 | 32.8 | C |
| | | R | 0.08 | 8.3 | A | 0.14 | 8.8 | A | 0.21 | 28.7 | C | 0.25 | 29.3 | C |
| Jerome Avenue | NB | LTR | - | - | - | 0.84 | 43.7 | D | - | - | - | 0.83 | 41.9 | D |
| | | DefL | 0.81 | 57.8 | E | - | - | - | 0.99 | 86.3 | F | - | - | - |
| | | TR | 0.80 | 46.4 | D | - | - | - | 0.75 | 41.5 | D | - | - | - |
| | SB | LTR | 0.54 | 29.0 | C | 0.50 | 28.8 | C | 0.45 | 27.4 | C | 0.47 | 27.8 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.7 | C | 0.07 | 24.4 | C | 0.10 | 24.7 | C | 0.13 | 25.1 | C |
| **Overall Intersection** | | - | | **39.4** | **D** | | **34.5** | **C** | | **45.8** | **D** | | **44.8** | **D** |

## 2016 Existing Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **River Avenue and 167th Street** | | | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.87 | 34.0 | C | 0.61 | 19.2 | B | 0.76 | 24.9 | C | 0.71 | 22.4 | C |
| | WB | LTR | 0.75 | 24.9 | C | 0.68 | 21.5 | C | 0.88 | 34.6 | C | 0.72 | 23.3 | C |
| River Avenue | NB | LTR | 0.57 | 36.1 | D | 0.62 | 36.8 | D | 0.66 | 39.0 | D | 0.87 | 58.3 | E |
| | SB | LTR | 0.58 | 35.1 | D | 0.37 | 28.8 | C | 0.33 | 27.9 | C | 0.50 | 32.3 | C |
| **Overall Intersection** | | - | | **31.2** | **C** | | **24.0** | **C** | | **31.2** | **C** | | **30.4** | **C** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.93 | 58.4 | E | 0.81 | 42.9 | D | 0.97 | 66.3 | E | 0.75 | 37.8 | D |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.35 | 12.2 | B | 0.38 | 12.5 | B | 0.38 | 12.5 | B |
| | SB | LT | 0.69 | 18.6 | B | 0.49 | 14.2 | B | 0.56 | 15.3 | B | 0.51 | 14.4 | B |
| **Overall Intersection** | | - | | **25.7** | **C** | | **19.7** | **B** | | **26.4** | **C** | | **18.4** | **B** |
| **Jerome Avenue and E. 164th Street** | | | | | | | | | | | | | | |
| E. 164th Street | WB | LR | 0.34 | 24.3 | C | 0.32 | 23.7 | C | 0.38 | 24.7 | C | 0.27 | 23.0 | C |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.37 | 12.3 | B | 0.37 | 12.4 | B | 0.39 | 12.5 | B |
| | SB | LT | 0.62 | 16.0 | B | 0.47 | 13.6 | B | 0.47 | 13.7 | B | 0.46 | 13.6 | B |
| **Overall Intersection** | | - | | **15.4** | **B** | | **14.0** | **B** | | **14.3** | **B** | | **13.8** | **B** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.61 | 43.0 | D | 0.52 | 34.8 | C | 0.69 | 46.8 | D | 0.32 | 29.2 | C |
| | WB | LTR | 0.42 | 35.9 | D | 0.32 | 29.9 | C | 0.43 | 35.1 | D | 0.28 | 28.3 | C |
| Grand Concourse Mainline | NB | T | 0.31 | 13.1 | B | 0.41 | 16.9 | B | 0.58 | 17.5 | B | 0.51 | 18.5 | B |
| | SB | L | 0.17 | 12.6 | B | 0.04 | 13.1 | B | 0.21 | 15.4 | B | 0.21 | 16.3 | B |
| | | T | 0.61 | 17.5 | B | 0.29 | 15.4 | B | 0.37 | 14.4 | B | 0.38 | 16.4 | B |
| Grand Concourse Service Road | NB | TR | 0.34 | 14.2 | B | 0.42 | 18.1 | B | 0.47 | 16.8 | B | 0.45 | 18.6 | B |
| | SB | TR | 0.62 | 19.9 | B | 0.59 | 21.9 | C | 0.50 | 17.6 | B | 0.49 | 19.5 | B |
| **Overall Intersection** | | - | | **24.4** | **C** | | **24.0** | **C** | | **25.1** | **C** | | **21.7** | **C** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.84 | 62.6 | E | 0.64 | 45.5 | D | 0.68 | 47.7 | D | 0.78 | 53.0 | D |
| | WB | LTR | 0.50 | 40.4 | D | 0.48 | 39.1 | D | 0.58 | 42.4 | D | 0.68 | 48.9 | D |
| Grand Concourse Mainline | NB | L | 0.44 | 61.1 | E | 0.33 | 57.0 | E | 0.42 | 60.1 | E | 0.52 | 64.2 | E |
| | | T | 0.37 | 20.7 | C | 0.43 | 21.7 | C | 0.72 | 27.8 | C | 0.46 | 22.2 | C |
| | SB | L | 0.41 | 59.6 | E | 0.45 | 61.7 | E | 0.43 | 60.4 | E | 0.67 | 73.8 | E |
| | | T | 0.90 | 37.6 | D | 0.37 | 20.7 | C | 0.50 | 22.7 | C | 0.48 | 22.4 | C |
| Grand Concourse Service Road | NB | TR | 0.67 | 30.4 | C | 0.73 | 32.8 | C | 1.01 | 71.5 | E | 0.85 | 41.1 | D |
| | SB | TR | 0.85 | 42.1 | D | 0.62 | 28.1 | C | 0.68 | 30.5 | C | 0.57 | 26.3 | C |
| **Overall Intersection** | | - | | **42.4** | **D** | | **34.5** | **C** | | **52.3** | **D** | | **41.0** | **D** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.68 | 54.7 | D | 0.35 | 35.5 | D | 0.55 | 42.3 | D | 0.51 | 41.7 | D |
| | | TR | 1.00 | 100.2 | F | 0.54 | 41.1 | D | 0.77 | 55.0 | D | 0.70 | 48.8 | D |
| | WB | L | 0.44 | 42.2 | D | 0.37 | 36.8 | D | 0.42 | 38.9 | D | 0.16 | 31.8 | C |
| | | TR | 0.75 | 59.2 | E | 0.49 | 39.8 | D | 0.54 | 41.6 | D | 0.65 | 45.4 | D |
| Grand Concourse Mainline | NB | L | 0.46 | 62.1 | E | 0.58 | 68.3 | E | 0.78 | 85.4 | F | 0.72 | 78.6 | E |
| | | T | 0.39 | 21.7 | C | 0.43 | 22.2 | C | 0.74 | 29.1 | C | 0.47 | 22.8 | C |
| | SB | L | 1.02 | 128.3 | F | 0.67 | 70.9 | E | 0.95 | 109.0 | F | 0.94 | 106.2 | F |
| | | T | 0.81 | 32.0 | C | 0.32 | 20.6 | C | 0.48 | 23.0 | C | 0.42 | 22.0 | C |
| Grand Concourse Service Road | NB | TR | 0.76 | 37.3 | D | 0.75 | 35.2 | D | 0.97 | 61.7 | E | 0.68 | 31.1 | C |
| | SB | TR | 0.67 | 30.4 | C | 0.44 | 23.8 | C | 0.49 | 24.9 | C | 0.42 | 23.3 | C |
| **Overall Intersection** | | - | | **50.4** | **D** | | **34.5** | **C** | | **49.1** | **D** | | **36.9** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 0.80 | 50.8 | D | 0.79 | 51.6 | D | 0.77 | 49.3 | D | 0.65 | 40.1 | D |
| | WB | LTR | 0.93 | 73.2 | E | 0.88 | 62.6 | E | 0.92 | 71.4 | E | 0.80 | 53.6 | D |
| Grand Concourse Mainline | NB | L | 0.46 | 63.9 | E | 0.53 | 67.1 | E | 0.70 | 79.9 | E | 0.64 | 74.0 | E |
| | | T | 0.40 | 24.7 | C | 0.43 | 25.2 | C | 0.74 | 32.3 | C | 0.48 | 26.0 | C |
| | SB | L | 1.05 | 139.3 | F | 0.47 | 60.9 | E | 0.75 | 79.1 | E | 0.64 | 69.4 | E |
| | | T | 0.86 | 37.8 | D | 0.38 | 24.4 | C | 0.50 | 26.3 | C | 0.43 | 25.2 | C |
| Grand Concourse Service Road | NB | TR | 0.63 | 33.1 | C | 0.61 | 32.0 | C | 0.87 | 49.4 | D | 0.49 | 28.0 | C |
| | SB | TR | 0.79 | 41.5 | D | 0.60 | 31.4 | C | 0.60 | 31.7 | C | 0.58 | 30.8 | C |
| **Overall Intersection** | | - | | **48.3** | **D** | | **43.7** | **D** | | **50.0** | **D** | | **37.7** | **D** |

## 2016 Existing Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | L | 0.24 | 31.2 | C | 0.41 | 35.5 | D | 0.36 | 34.3 | C | 0.44 | 36.6 | D |
| | | TR | 0.50 | 37.4 | D | 0.45 | 35.7 | D | 0.46 | 36.3 | D | 0.34 | 32.8 | C |
| | WB | L | 0.43 | 36.9 | D | 0.23 | 31.7 | C | 0.44 | 37.6 | D | 0.44 | 37.4 | D |
| | | TR | 0.39 | 33.4 | C | 0.38 | 33.3 | C | 0.42 | 33.9 | C | 0.42 | 33.8 | C |
| Grand Concourse Mainline | NB | L | 0.29 | 57.4 | E | 0.32 | 58.2 | E | 0.66 | 75.8 | E | 0.47 | 63.6 | E |
| | | T | 0.36 | 21.8 | C | 0.43 | 22.8 | C | 0.72 | 29.0 | C | 0.52 | 24.3 | C |
| | SB | L | 0.35 | 58.9 | E | 0.20 | 54.6 | D | 0.34 | 58.5 | E | 0.27 | 56.6 | E |
| | | T | 0.70 | 28.7 | C | 0.28 | 20.7 | C | 0.39 | 22.1 | C | 0.36 | 21.7 | C |
| Grand Concourse Service Road | NB | TR | 0.52 | 26.5 | C | 0.49 | 25.8 | C | 0.66 | 31.2 | C | 0.63 | 29.8 | C |
| | SB | TR | 0.67 | 31.4 | C | 0.57 | 28.0 | C | 0.63 | 29.8 | C | 0.60 | 28.9 | C |
| **Overall Intersection** | | - | | **31.7** | **C** | | **30.2** | **C** | | **32.4** | **C** | | **31.7** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | | | |
| 167th Street | EB | L | 0.50 | 38.5 | D | 0.48 | 37.3 | D | 0.78 | 61.8 | E | 0.02 | 24.4 | C |
| | | TR | 0.84 | 59.0 | E | 0.80 | 51.9 | D | 0.69 | 42.9 | D | 0.74 | 45.6 | D |
| | WB | L | 0.03 | 25.2 | C | 0.04 | 24.7 | C | 0.04 | 25.4 | C | 0.51 | 37.6 | D |
| | | TR | 0.79 | 51.9 | D | 0.87 | 59.1 | E | 0.91 | 65.2 | E | 0.66 | 40.9 | D |
| Grand Concourse Mainline | NB | T | 0.33 | 23.7 | C | 0.42 | 25.6 | C | 0.66 | 30.1 | C | 0.53 | 27.6 | C |
| | SB | L | 0.59 | 70.2 | E | 0.42 | 61.7 | E | 0.99 | 139.9 | F | 0.83 | 106.5 | F |
| | | T | 0.72 | 31.8 | C | 0.33 | 24.3 | C | 0.39 | 24.7 | C | 0.35 | 24.6 | C |
| Grand Concourse Service Road | NB | TR | 0.44 | 27.0 | C | 0.60 | 32.3 | C | 0.66 | 34.1 | C | 0.73 | 38.5 | D |
| | SB | TR | 0.72 | 37.2 | D | 0.41 | 27.1 | C | 0.76 | 40.4 | D | 0.57 | 31.8 | C |
| **Overall Intersection** | | - | | **43.1** | **D** | | **43.1** | **D** | | **47.1** | **D** | | **38.9** | **D** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.62 | 42.6 | D | 0.34 | 35.2 | D | 0.70 | 48.1 | D | 0.66 | 45.2 | D |
| | WB | LTR | 0.95 | 73.7 | E | 0.75 | 48.5 | D | 0.86 | 58.2 | E | 0.97 | 76.2 | E |
| Edward L. Grant Highway | NB | LTR | 0.29 | 10.8 | B | 0.24 | 10.3 | B | 0.52 | 14.0 | B | 0.31 | 10.9 | B |
| | SB | LTR | 0.65 | 16.5 | B | 0.42 | 12.4 | B | 0.65 | 16.7 | B | - | - | - |
| | | DefL | - | - | - | - | - | - | - | - | - | 0.65 | 21.2 | C |
| | | TR | - | - | - | - | - | - | - | - | - | 0.58 | 15.9 | B |
| **Overall Intersection** | | - | | **31.2** | **C** | | **23.3** | **C** | | **27.9** | **C** | | **33.3** | **C** |
| **Edward L. Grant Highway and W. 169th Street** | | | | | | | | | | | | | | |
| W. 169th Street | WB | LR | 0.27 | 39.8 | D | 0.28 | 39.9 | D | 0.37 | 41.7 | D | 0.37 | 41.8 | D |
| Edward L. Grant Highway | NB | TR | 0.27 | 10.6 | B | 0.29 | 10.7 | B | 0.36 | 11.4 | B | 0.29 | 10.7 | B |
| | SB | LT | 0.54 | 14.4 | B | 0.41 | 12.3 | B | 0.59 | 15.5 | B | 0.46 | 13.0 | B |
| **Overall Intersection** | | - | | **14.6** | **B** | | **13.8** | **B** | | **15.8** | **B** | | **14.8** | **B** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 0.98 | 60.6 | E | 0.91 | 49.3 | D | 0.99 | 62.9 | E | 1.04 | 76.0 | E |
| | WB | TR | 0.51 | 20.0 | B | 0.36 | 17.4 | B | 0.46 | 19.0 | B | 0.44 | 18.6 | B |
| Inwood Avenue | NB | LTR | 0.65 | 37.1 | D | 0.68 | 38.1 | D | 0.81 | 46.4 | D | 0.55 | 32.6 | C |
| **Overall Intersection** | | - | | **41.4** | **D** | | **37.2** | **D** | | **45.1** | **D** | | **49.0** | **D** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | TR | 0.47 | 16.3 | B | 0.39 | 15.1 | B | 0.42 | 15.5 | B | 0.49 | 16.7 | B |
| | WB | LT | 0.43 | 16.0 | B | 0.28 | 13.8 | B | 0.35 | 14.6 | B | 0.33 | 14.4 | B |
| Cromwell Avenue | SB | LTR | 0.59 | 26.9 | C | 0.65 | 28.8 | C | 0.74 | 32.9 | C | 0.77 | 34.8 | C |
| **Overall Intersection** | | - | | **19.0** | **B** | | **19.6** | **B** | | **21.3** | **C** | | **22.1** | **C** |
| **University Avenue and Washington Bridge On-Ramps** | | | | | | | | | | | | | | |
| University Avenue | NB | L | 0.45 | 7.7 | A | 0.44 | 3.4 | A | 0.56 | 9.8 | A | 0.46 | 6.3 | A |
| | | T | 0.45 | 13.2 | B | 0.38 | 12.4 | B | 0.50 | 13.8 | B | 0.48 | 13.5 | B |
| | SB | TR | 0.62 | 15.8 | B | 0.46 | 13.5 | B | 0.56 | 14.9 | B | 0.54 | 14.5 | B |
| **Overall Intersection** | | - | | **13.4** | **B** | | **10.8** | **B** | | **13.4** | **B** | | **12.5** | **B** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.92 | 62.0 | E | 0.62 | 36.4 | D | 1.05 | 94.7 | F | 1.00 | 80.4 | F |
| | | R | 1.01 | 79.9 | E | 0.68 | 38.1 | D | 0.98 | 73.1 | E | 1.04 | 88.5 | F |
| University Avenue | NB | T | 0.39 | 9.5 | A | 0.41 | 9.7 | A | 0.47 | 10.4 | B | 0.38 | 9.4 | A |
| | SB | T | 0.28 | 8.5 | A | 0.16 | 7.7 | A | 0.22 | 8.1 | A | 0.22 | 8.1 | A |
| **Overall Intersection** | | - | | **31.7** | **C** | | **17.3** | **B** | | **35.4** | **D** | | **38.0** | **D** |
| **Unsignalized** | | | | | | | | | | | | | | |
| **Macombs Road and W 172nd Street** | | | | | | | | | | | | | | |
| W 172nd Street | WB | LR | 0.25 | 13.5 | B | 0.26 | 14.2 | B | 0.40 | 18.6 | C | 0.28 | 15.1 | C |

1 "Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

2 V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.

3 Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as noted in the 2000 HCM - TRB.

4 The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

## 2026 No Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.95 | 56.2 | E | 0.68 | 28.1 | C | 1.00 | 66.5 | E | 0.95 | 50.8 | D |
| | WB | LTR | 0.76 | 35.8 | D | 0.63 | 26.4 | C | 0.81 | 39.6 | D | 0.70 | 28.1 | C |
| Jerome Avenue | NB | LTR | 0.55 | 32.8 | C | 1.09 | 104.5 | F | 1.34 | 206.1 | F | 0.85 | 44.8 | D |
| | SB | LT | 0.69 | 38.6 | D | 0.67 | 32.2 | C | 0.65 | 36.3 | D | 0.62 | 29.7 | C |
| | | R | 0.34 | 27.9 | C | 0.29 | 22.9 | C | 0.29 | 26.9 | C | 0.26 | 22.3 | C |
| **Overall Intersection** | | - | | **42.2** | **D** | | **43.2** | **D** | | **82.3** | **F** | | **38.5** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | | | | |
| Fordham Road | EB | LT | 0.82 | 23.1 | C | 0.61 | 14.9 | B | 0.86 | 22.4 | C | 0.66 | 17.5 | B |
| | WB | LTR | 0.76 | 19.7 | B | 0.52 | 13.4 | B | 0.72 | 15.4 | B | 0.69 | 18.8 | B |
| Jerome Avenue | NB | LTR | 0.88 | 67.6 | E | 0.99 | 75.0 | E | 1.21 | 163.1 | F | 0.99 | 84.9 | F |
| | SB | LTR | 1.11 | 127.5 | F | 0.95 | 65.5 | E | 1.34 | 222.4 | F | 0.91 | 68.3 | E |
| **Overall Intersection** | | - | | **39.3** | **D** | | **31.5** | **C** | | **59.2** | **E** | | **33.5** | **C** |
| **Jerome Avenue and 184th Street** | | | | | | | | | | | | | | |
| 184th Street | WB | LTR | 0.40 | 36.3 | D | 0.43 | 37.2 | D | 0.55 | 41.3 | D | 0.53 | 39.7 | D |
| Jerome Avenue | NB | LTR | 0.20 | 13.5 | B | 0.22 | 13.7 | B | 0.55 | 19.4 | B | 0.29 | 14.4 | B |
| | SB | LTR | 0.23 | 13.8 | B | 0.24 | 13.9 | B | 0.61 | 21.6 | C | 0.24 | 13.9 | B |
| **Overall Intersection** | | - | | **18.4** | **B** | | **18.4** | **B** | | **24.1** | **C** | | **19.6** | **B** |
| **Jerome Avenue and E. 183rd Street** | | | | | | | | | | | | | | |
| E. 183rd Street | WB | LR | 0.38 | 36.5 | D | 0.34 | 35.5 | D | 0.56 | 41.6 | D | 0.44 | 37.8 | D |
| Jerome Avenue | NB | TR | 0.41 | 16.7 | B | 0.43 | 16.9 | B | 0.48 | 17.9 | B | 0.44 | 17.0 | B |
| | SB | LT | 0.54 | 19.9 | B | 0.54 | 19.9 | B | 0.52 | 19.3 | B | 0.57 | 20.5 | C |
| **Overall Intersection** | | - | | **21.0** | **C** | | **20.7** | **C** | | **23.2** | **C** | | **21.8** | **C** |
| **Jerome Avenue and W. 183rd Street** | | | | | | | | | | | | | | |
| W. 183rd Street | EB | LR | 0.53 | 41.7 | D | 0.33 | 35.1 | D | 0.54 | 41.0 | D | 0.56 | 42.1 | D |
| Jerome Avenue | NB | LT | 0.49 | 18.8 | B | 0.50 | 18.9 | B | 0.50 | 18.6 | B | 0.46 | 17.7 | B |
| | SB | TR | 0.48 | 18.4 | B | 0.55 | 20.0 | B | 0.59 | 20.9 | C | 0.62 | 21.7 | C |
| **Overall Intersection** | | - | | **23.0** | **C** | | **21.6** | **C** | | **23.8** | **C** | | **24.2** | **C** |
| **Jerome Avenue and W. 182nd Street** | | | | | | | | | | | | | | |
| Jerome Avenue | NB | LT | 0.22 | 13.7 | B | 0.25 | 14.6 | B | 0.21 | 14.1 | B | 0.24 | 14.4 | B |
| | SB | TR | 0.26 | 14.1 | B | 0.22 | 14.1 | B | 0.22 | 14.1 | B | 0.24 | 14.3 | B |
| **Overall Intersection** | | - | | **13.9** | **B** | | **14.3** | **B** | | **14.1** | **B** | | **14.4** | **B** |
| **Jerome Avenue and E. 181st Street** | | | | | | | | | | | | | | |
| E. 181st Street | WB | LTR | 0.50 | 37.9 | D | 0.52 | 38.2 | D | 0.57 | 39.3 | D | 0.42 | 35.8 | D |
| Jerome Avenue | NB | LT | 0.22 | 13.7 | B | 0.23 | 13.8 | B | 0.24 | 13.8 | B | 0.28 | 14.3 | B |
| | SB | TR | 0.20 | 13.5 | B | 0.22 | 13.6 | B | 0.22 | 13.6 | B | 0.27 | 14.2 | B |
| **Overall Intersection** | | - | | **20.9** | **C** | | **20.9** | **C** | | **21.7** | **C** | | **18.8** | **B** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.73 | 34.4 | C | 0.76 | 37.4 | D | 0.85 | 42.9 | D | 0.70 | 32.8 | C |
| | WB | LTR | 0.70 | 32.9 | C | 0.72 | 33.7 | C | 0.85 | 43.3 | D | 0.82 | 40.2 | D |
| Jerome Avenue | NB | LTR | 0.64 | 30.2 | C | 0.66 | 31.0 | C | 0.63 | 29.5 | C | 0.60 | 28.5 | C |
| | SB | LTR | 0.73 | 34.6 | C | 0.68 | 31.8 | C | 0.79 | 38.3 | D | 0.73 | 34.0 | C |
| **Overall Intersection** | | - | | **33.1** | **C** | | **33.5** | **C** | | **39.0** | **D** | | **34.1** | **C** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.07 | 95.4 | F | 1.05 | 91.0 | F | 1.23 | 154.6 | F | 1.09 | 102.7 | F |
| | WB | LTR | 1.00 | 75.8 | E | 0.84 | 46.0 | D | 1.27 | 173.2 | F | 1.03 | 83.2 | F |
| Jerome Avenue | NB | LTR | 0.37 | 24.6 | C | 0.48 | 26.7 | C | 0.43 | 25.8 | C | 0.62 | 30.2 | C |
| | SB | LTR | 0.61 | 30.1 | C | 0.60 | 30.0 | C | 0.62 | 30.3 | C | 0.41 | 25.4 | C |
| **Overall Intersection** | | - | | **58.4** | **E** | | **49.1** | **D** | | **105.4** | **F** | | **62.5** | **E** |
| **Jerome Avenue and E. 176th Street** | | | | | | | | | | | | | | |
| E. 176th Street | WB | LR | 0.35 | 24.3 | C | 0.25 | 22.6 | C | 0.33 | 23.8 | C | 0.22 | 22.1 | C |
| Jerome Avenue | NB | TR | 0.58 | 16.5 | B | 0.69 | 19.5 | B | 0.61 | 17.0 | B | 0.61 | 17.0 | B |
| | SB | LT | 0.72 | 21.5 | C | 0.75 | 22.9 | C | 0.66 | 19.4 | B | 0.69 | 20.0 | B |
| **Overall Intersection** | | - | | **19.7** | **B** | | **21.2** | **C** | | **18.9** | **B** | | **18.7** | **B** |
| **Jerome Avenue and E. 175th Street** | | | | | | | | | | | | | | |
| E. 175th Street | EB | LTR | 0.05 | 19.8 | B | 0.03 | 19.6 | B | 0.01 | 19.4 | B | 0.01 | 19.5 | B |
| | WB | LTR | 0.50 | 28.4 | C | 0.45 | 26.8 | C | 0.81 | 44.5 | D | 0.54 | 29.4 | C |
| Jerome Avenue | NB | LTR | 0.43 | 13.1 | B | 0.40 | 12.8 | B | 0.35 | 12.2 | B | 0.36 | 12.3 | B |
| | SB | LTR | 0.44 | 13.5 | B | 0.42 | 13.1 | B | 0.44 | 13.3 | B | 0.37 | 12.5 | B |
| **Overall Intersection** | | - | | **15.3** | **B** | | **14.7** | **B** | | **19.3** | **B** | | **15.1** | **B** |

## 2026 No Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and SB I-95 Ramps** | | | | | | | | | | | | | | |
| SB I-95 Ramps | WB | L | 0.44 | 18.2 | B | 0.32 | 16.8 | B | 0.28 | 16.4 | B | 0.26 | 16.1 | B |
| | | R | 0.52 | 20.7 | C | 0.35 | 17.8 | B | 0.28 | 16.8 | B | 0.24 | 16.3 | B |
| Jerome Avenue | NB | T | 0.24 | 16.0 | B | 0.28 | 16.3 | B | 0.25 | 16.0 | B | 0.31 | 16.6 | B |
| | | R | 0.58 | 2.0 | A | 0.57 | 1.9 | A | 0.63 | 2.5 | A | 0.65 | 2.7 | A |
| | SB | DefL | 0.69 | 31.4 | C | 0.71 | 32.7 | C | 0.85 | 45.2 | D | 0.76 | 37.5 | D |
| | | LT | 0.54 | 21.5 | C | 0.49 | 20.4 | C | 0.51 | 20.8 | C | 0.52 | 20.9 | C |
| **Overall Intersection** | | - | | **15.5** | **B** | | **14.5** | **B** | | **15.9** | **B** | | **14.6** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.11 | 152.9 | F | 1.02 | 116.7 | F | 1.15 | 161.6 | F | 1.21 | 180.4 | F |
| | | TR | 0.89 | 62.1 | E | 0.78 | 47.7 | D | 0.79 | 48.6 | D | 0.81 | 49.3 | D |
| | WB | LTR | 1.10 | 99.2 | F | 1.07 | 91.9 | F | 1.07 | 86.8 | F | 0.94 | 54.8 | D |
| Jerome Avenue | NB | LTR | 0.48 | 10.6 | B | 0.47 | 10.5 | B | 0.43 | 10.0 | B | 0.51 | 10.9 | B |
| | SB | LTR | 0.71 | 15.2 | B | 0.50 | 11.0 | B | 0.46 | 10.5 | B | 0.45 | 10.3 | B |
| **Overall Intersection** | | - | | **42.9** | **D** | | **38.2** | **D** | | **41.6** | **D** | | **33.8** | **C** |
| **Jerome Avenue and NB I-95 Ramps** | | | | | | | | | | | | | | |
| NB I-95 Ramps | EB | L | 0.74 | 29.2 | C | 0.65 | 25.7 | C | 0.66 | 26.3 | C | 0.76 | 30.1 | C |
| Jerome Avenue | NB | TR | 0.64 | 30.7 | C | 0.67 | 31.3 | C | 0.77 | 34.4 | C | 0.81 | 36.2 | D |
| | SB | DefL | 1.02 | 78.0 | E | 0.88 | 51.9 | D | 1.01 | 81.4 | F | 0.99 | 78.3 | E |
| | | T | 0.48 | 18.5 | B | 0.40 | 17.2 | B | 0.34 | 16.3 | B | 0.38 | 16.8 | B |
| **Overall Intersection** | | - | | **38.7** | **D** | | **31.6** | **C** | | **39.4** | **D** | | **39.3** | **D** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.53 | 29.3 | C | 0.55 | 30.1 | C | 0.66 | 34.0 | C | 0.68 | 34.8 | C |
| Jerome Avenue | NB | LTR | 0.42 | 13.0 | B | 0.42 | 13.0 | B | 0.49 | 13.8 | B | 0.47 | 13.6 | B |
| | SB | LTR | 0.44 | 13.1 | B | 0.34 | 12.0 | B | 0.30 | 11.6 | B | 0.35 | 12.1 | B |
| **Overall Intersection** | | - | | **15.0** | **B** | | **14.9** | **B** | | **16.2** | **B** | | **16.4** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.74 | 41.5 | D | 0.61 | 35.3 | D | 0.82 | 47.6 | D | 0.56 | 32.6 | C |
| Jerome Avenue | NB | LT | 0.40 | 14.4 | B | 0.51 | 16.1 | B | 0.43 | 14.7 | B | 0.44 | 14.8 | B |
| | SB | TR | 0.65 | 19.3 | B | 0.55 | 16.8 | B | 0.56 | 16.9 | B | 0.54 | 16.5 | B |
| **Overall Intersection** | | - | | **22.7** | **C** | | **19.9** | **B** | | **23.7** | **C** | | **19.1** | **B** |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.22 | 22.0 | C | 0.23 | 22.3 | C | 0.25 | 22.5 | C | 0.25 | 22.4 | C |
| Jerome Avenue | NB | LT | 0.42 | 13.2 | B | 0.41 | 13.0 | B | 0.44 | 13.4 | B | 0.42 | 13.1 | B |
| | SB | TR | 0.26 | 11.3 | B | 0.21 | 10.9 | B | 0.21 | 10.8 | B | 0.22 | 10.9 | B |
| **Overall Intersection** | | - | | **13.3** | **B** | | **13.2** | **B** | | **13.6** | **B** | | **13.4** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.88 | 64.9 | E | 0.95 | 78.1 | E | 0.69 | 41.6 | D | 0.62 | 43.1 | D |
| | | R | 0.85 | 63.1 | E | 0.67 | 47.9 | D | 0.48 | 34.7 | C | 0.45 | 38.1 | D |
| Macombs Dam Bridge | NB | T | 0.21 | 19.9 | B | 0.31 | 21.0 | C | 0.44 | 26.1 | C | 0.43 | 22.6 | C |
| | SB | T | 0.51 | 23.9 | C | 0.49 | 23.6 | C | 0.54 | 27.8 | C | 0.44 | 22.7 | C |
| **Overall Intersection** | | - | | **37.8** | **D** | | **37.0** | **D** | | **30.6** | **C** | | **27.1** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.88 | 51.9 | D | 0.66 | 35.5 | D | 0.74 | 39.5 | D | 0.71 | 37.2 | D |
| | WB | LTR | 1.07 | 96.4 | F | 0.88 | 54.0 | D | 1.01 | 78.8 | E | 1.00 | 77.2 | E |
| Jerome Avenue | NB | LTR | 0.33 | 13.0 | B | 0.36 | 13.4 | B | 0.39 | 13.7 | B | 0.39 | 13.7 | B |
| | SB | LTR | 0.24 | 12.2 | B | 0.22 | 11.9 | B | 0.19 | 11.7 | B | 0.22 | 11.9 | B |
| **Overall Intersection** | | - | | **44.9** | **D** | | **27.4** | **C** | | **36.0** | **D** | | **34.3** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.54 | 32.4 | C | 0.37 | 29.7 | C | 0.55 | 32.6 | C | 0.45 | 30.8 | C |
| | | R | 1.18 | 154.9 | F | 1.01 | 104.8 | F | 1.34 | 228.3 | F | 1.34 | 221.9 | F |
| 167th Street | WB | L | 0.52 | 32.6 | C | 0.44 | 30.9 | C | 0.52 | 32.9 | C | 0.45 | 30.8 | C |
| | | T | 0.67 | 37.1 | D | 0.58 | 33.6 | C | 0.78 | 42.6 | D | 0.58 | 33.3 | C |
| | | R | 0.09 | 8.4 | A | 0.24 | 10.4 | B | 0.24 | 29.2 | C | 0.28 | 29.9 | C |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - | 0.88 | 46.9 | D |
| | | DefL | 0.84 | 63.6 | E | 0.82 | 57.4 | E | 1.28 | 191.3 | F | - | - | - |
| | | TR | 0.82 | 49.0 | D | 0.78 | 44.4 | D | 0.77 | 43.2 | D | - | - | - |
| | SB | LTR | 0.55 | 29.2 | C | 0.51 | 28.8 | C | 0.50 | 28.3 | C | 0.53 | 29.2 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.8 | C | 0.09 | 24.7 | C | 0.13 | 25.1 | C | 0.15 | 25.4 | C |
| **Overall Intersection** | | - | | **55.0** | **D** | | **42.0** | **D** | | **70.6** | **E** | | **67.0** | **E** |

## 2026 No Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **River Avenue and 167th Street** | | | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.89 | 36.6 | D | 0.68 | 21.5 | C | 0.83 | 29.5 | C | 0.76 | 24.8 | C |
| | WB | LTR | 0.73 | 23.7 | C | 0.69 | 22.3 | C | 0.90 | 37.4 | D | 0.75 | 24.2 | C |
| River Avenue | NB | LTR | 0.63 | 39.6 | D | 1.07 | 112.6 | F | 1.00 | 90.5 | F | 1.14 | 130.4 | F |
| | SB | LTR | 0.61 | 36.6 | D | 0.46 | 31.8 | C | 0.40 | 30.1 | C | 0.55 | 34.5 | C |
| **Overall Intersection** | | - | | **32.4** | **C** | | **40.5** | **D** | | **42.5** | **D** | | **47.0** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.94 | 61.8 | E | 0.86 | 49.2 | D | 1.04 | 84.0 | F | 0.80 | 41.2 | D |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.37 | 12.4 | B | 0.42 | 12.9 | B | 0.42 | 12.9 | B |
| | SB | LT | 0.71 | 19.2 | B | 0.51 | 14.5 | B | 0.59 | 16.1 | B | 0.52 | 14.6 | B |
| **Overall Intersection** | | - | | **26.7** | **C** | | **21.5** | **C** | | **31.2** | **C** | | **19.4** | **B** |
| **Jerome Avenue and E. 164th Street** | | | | | | | | | | | | | | |
| E. 164th Street | WB | LR | 0.35 | 24.4 | C | 0.33 | 23.8 | C | 0.38 | 24.9 | C | 0.28 | 23.1 | C |
| Jerome Avenue | NB | TR | 0.34 | 12.1 | B | 0.38 | 12.5 | B | 0.40 | 12.7 | B | 0.40 | 12.7 | B |
| | SB | LT | 0.63 | 16.3 | B | 0.49 | 13.9 | B | 0.50 | 14.1 | B | 0.49 | 13.9 | B |
| **Overall Intersection** | | - | | **15.6** | **B** | | **14.3** | **B** | | **14.6** | **B** | | **14.1** | **B** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.78 | 62.5 | E | 0.77 | 56.7 | E | 1.05 | 116.6 | F | 0.47 | 39.4 | D |
| | WB | LTR | 0.54 | 46.1 | D | 0.46 | 41.1 | D | 0.58 | 47.5 | D | 0.36 | 36.4 | D |
| Grand Concourse Mainline | NB | T | 0.33 | 13.3 | B | 0.55 | 26.8 | C | 0.78 | 31.3 | C | 0.68 | 30.1 | C |
| | SB | L | 0.23 | 21.4 | C | 0.06 | 20.3 | C | 0.12 | 30.1 | C | 0.33 | 28.9 | C |
| | | T | 0.82 | 33.3 | C | 0.31 | 14.6 | B | 0.40 | 14.2 | B | 0.39 | 15.6 | B |
| Grand Concourse Service Road | NB | TR | 0.36 | 14.5 | B | 0.56 | 29.3 | C | 0.62 | 29.2 | C | 0.53 | 28.5 | C |
| | SB | TR | 0.80 | 38.6 | D | 0.61 | 21.5 | C | 0.52 | 17.4 | B | 0.49 | 18.3 | B |
| **Overall Intersection** | | - | | **37.6** | **D** | | **32.8** | **C** | | **45.1** | **D** | | **26.5** | **C** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.87 | 66.6 | E | 0.70 | 48.8 | D | 0.73 | 51.0 | D | 0.83 | 57.4 | E |
| | WB | LTR | 0.51 | 40.8 | D | 0.51 | 40.2 | D | 0.61 | 43.6 | D | 0.73 | 52.9 | D |
| Grand Concourse Mainline | NB | L | 0.44 | 60.8 | E | 0.37 | 58.0 | E | 0.44 | 60.7 | E | 0.55 | 65.3 | E |
| | | T | 0.39 | 21.0 | C | 0.45 | 22.0 | C | 0.75 | 28.9 | C | 0.49 | 22.6 | C |
| | SB | L | 0.41 | 59.2 | E | 0.45 | 61.0 | E | 0.42 | 59.7 | E | 0.65 | 72.0 | E |
| | | T | 0.96 | 45.1 | D | 0.39 | 21.1 | C | 0.54 | 23.5 | C | 0.51 | 23.1 | C |
| Grand Concourse Service Road | NB | TR | 0.69 | 31.1 | C | 0.75 | 34.0 | C | 1.05 | 80.7 | F | 0.87 | 43.1 | D |
| | SB | TR | 0.89 | 46.5 | D | 0.65 | 29.4 | C | 0.69 | 30.8 | C | 0.59 | 27.2 | C |
| **Overall Intersection** | | - | | **45.2** | **D** | | **36.3** | **D** | | **57.1** | **E** | | **43.7** | **D** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.49 | 46.7 | D | 0.77 | 67.1 | E | 0.74 | 67.5 | E |
| | | TR | 1.38 | 247.1 | F | 0.76 | 61.4 | E | 1.06 | 119.1 | F | 0.94 | 88.5 | F |
| | WB | L | 0.64 | 66.3 | E | 0.59 | 54.2 | D | 0.70 | 66.1 | E | 0.29 | 41.0 | D |
| | | TR | 0.99 | 110.8 | F | 0.68 | 56.5 | E | 0.74 | 61.2 | E | 0.86 | 72.3 | E |
| Grand Concourse Mainline | NB | L | 0.45 | 61.1 | E | 0.58 | 67.9 | E | 0.78 | 84.7 | F | 0.72 | 78.1 | E |
| | | T | 0.42 | 22.1 | C | 0.46 | 22.8 | C | 0.79 | 31.1 | C | 0.50 | 23.4 | C |
| | SB | L | 1.00 | 120.8 | F | 0.66 | 69.5 | E | 0.94 | 105.8 | F | 0.92 | 102.1 | F |
| | | T | 0.86 | 35.1 | D | 0.34 | 21.0 | C | 0.52 | 23.7 | C | 0.45 | 22.5 | C |
| Grand Concourse Service Road | NB | TR | 0.78 | 38.5 | D | 0.79 | 38.1 | D | 1.01 | 70.8 | E | 0.71 | 32.7 | C |
| | SB | TR | 0.68 | 31.0 | C | 0.46 | 24.2 | C | 0.50 | 25.2 | C | 0.43 | 23.4 | C |
| **Overall Intersection** | | - | | **88.8** | **F** | | **42.6** | **D** | | **67.8** | **E** | | **50.8** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.02 | 100.3 | F | 1.09 | 123.2 | F | 1.03 | 103.6 | F | 0.86 | 65.2 | E |
| | WB | LTR | 1.19 | 160.7 | F | 1.14 | 141.2 | F | 1.20 | 163.5 | F | 1.06 | 114.1 | F |
| Grand Concourse Mainline | NB | L | 0.48 | 64.7 | E | 0.53 | 66.7 | E | 0.72 | 80.9 | F | 0.66 | 75.6 | E |
| | | T | 0.42 | 25.1 | C | 0.46 | 25.8 | C | 0.79 | 34.5 | C | 0.52 | 26.8 | C |
| | SB | L | 1.03 | 132.3 | F | 0.47 | 60.3 | E | 0.73 | 76.8 | E | 0.63 | 68.5 | E |
| | | T | 0.91 | 42.6 | D | 0.41 | 24.9 | C | 0.54 | 27.1 | C | 0.47 | 25.8 | C |
| Grand Concourse Service Road | NB | TR | 0.65 | 33.7 | C | 0.64 | 32.8 | C | 0.89 | 52.2 | D | 0.50 | 28.3 | C |
| | SB | TR | 0.81 | 42.7 | D | 0.62 | 32.2 | C | 0.62 | 32.3 | C | 0.59 | 31.3 | C |
| **Overall Intersection** | | - | | **78.7** | **E** | | **79.3** | **E** | | **82.3** | **F** | | **58.1** | **E** |

## 2026 No Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | L | 0.25 | 31.5 | C | 0.43 | 36.2 | D | 0.38 | 35.2 | D | 0.46 | 37.6 | D |
| | | TR | 0.56 | 39.4 | D | 0.50 | 37.4 | D | 0.52 | 38.4 | D | 0.39 | 34.0 | C |
| | WB | L | 0.46 | 38.1 | D | 0.24 | 32.0 | C | 0.45 | 38.4 | D | 0.47 | 38.4 | D |
| | | TR | 0.42 | 34.1 | C | 0.41 | 33.9 | C | 0.46 | 34.9 | C | 0.45 | 34.5 | C |
| Grand Concourse Mainline | NB | L | 0.30 | 57.3 | E | 0.33 | 58.3 | E | 0.67 | 76.1 | E | 0.47 | 63.4 | E |
| | | T | 0.39 | 22.2 | C | 0.46 | 23.4 | C | 0.76 | 30.7 | C | 0.56 | 25.1 | C |
| | SB | L | 0.34 | 58.6 | E | 0.20 | 54.5 | D | 0.33 | 58.1 | E | 0.27 | 56.3 | E |
| | | T | 0.75 | 30.3 | C | 0.31 | 21.0 | C | 0.42 | 22.7 | C | 0.39 | 22.1 | C |
| Grand Concourse Service Road | NB | TR | 0.54 | 27.1 | C | 0.52 | 26.6 | C | 0.70 | 33.2 | C | 0.66 | 31.3 | C |
| | SB | TR | 0.70 | 32.6 | C | 0.60 | 29.2 | C | 0.66 | 31.3 | C | 0.64 | 30.3 | C |
| **Overall Intersection** | | - | | **32.9** | **C** | | **31.3** | **C** | | **34.0** | **C** | | **32.9** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 62.6 | E | 1.16 | 172.6 | F | 0.03 | 29.3 | C |
| | | TR | 1.04 | 110.4 | F | 1.15 | 144.4 | F | 1.00 | 95.3 | F | 1.04 | 104.4 | F |
| | WB | L | 0.04 | 30.2 | C | 0.05 | 29.9 | C | 0.06 | 30.7 | C | 0.76 | 67.3 | E |
| | | TR | 1.00 | 98.1 | F | 1.10 | 121.9 | F | 1.15 | 142.2 | F | 0.84 | 62.9 | E |
| Grand Concourse Mainline | NB | T | 0.34 | 23.9 | C | 0.44 | 26.1 | C | 0.70 | 31.3 | C | 0.56 | 28.3 | C |
| | SB | L | 0.59 | 70.7 | E | 0.42 | 62.0 | E | 0.95 | 126.0 | F | 0.83 | 106.4 | F |
| | | T | 0.74 | 32.6 | C | 0.35 | 24.6 | C | 0.42 | 25.2 | C | 0.37 | 24.9 | C |
| Grand Concourse Service Road | NB | TR | 0.46 | 27.5 | C | 0.63 | 33.7 | C | 0.69 | 35.8 | D | 0.77 | 41.0 | D |
| | SB | TR | 0.74 | 38.8 | D | 0.43 | 27.7 | C | 0.79 | 43.3 | D | 0.61 | 33.2 | C |
| **Overall Intersection** | | - | | **66.5** | **E** | | **84.5** | **F** | | **86.7** | **F** | | **60.1** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.64 | 43.7 | D | 0.34 | 35.3 | D | 0.75 | 52.0 | D | 0.69 | 47.0 | D |
| | WB | LTR | 1.00 | 84.7 | F | 0.83 | 55.0 | D | 0.95 | 72.0 | E | 1.05 | 98.3 | F |
| Edward L. Grant Highway | NB | LTR | 0.30 | 10.8 | B | 0.25 | 10.4 | B | 0.55 | 14.7 | B | 0.32 | 11.0 | B |
| | SB | LTR | 0.67 | 17.0 | B | 0.46 | 13.0 | B | 0.70 | 18.2 | B | - | - | - |
| | | DefL | - | - | - | - | - | - | - | - | - | 0.72 | 25.4 | C |
| | | TR | - | - | - | - | - | - | - | - | - | 0.60 | 16.3 | B |
| **Overall Intersection** | | - | | **34.1** | **C** | | **25.4** | **C** | | **32.1** | **C** | | **39.7** | **D** |
| **Edward L. Grant Highway and W. 169th Street** | | | | | | | | | | | | | | |
| W. 169th Street | WB | LR | 0.28 | 39.9 | D | 0.29 | 40.1 | D | 0.36 | 41.7 | D | 0.39 | 42.2 | D |
| Edward L. Grant Highway | NB | TR | 0.28 | 10.6 | B | 0.31 | 10.9 | B | 0.37 | 11.5 | B | 0.30 | 10.8 | B |
| | SB | LT | 0.56 | 14.7 | B | 0.44 | 12.7 | B | 0.65 | 17.2 | B | 0.49 | 13.4 | B |
| **Overall Intersection** | | - | | **14.8** | **B** | | **14.0** | **B** | | **16.4** | **B** | | **15.0** | **B** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.02 | 71.6 | E | 1.04 | 78.8 | E | 1.13 | 109.4 | F | 1.16 | 116.7 | F |
| | WB | TR | 0.52 | 20.2 | C | 0.40 | 17.9 | B | 0.50 | 19.8 | B | 0.47 | 19.1 | B |
| Inwood Avenue | NB | LTR | 0.67 | 37.9 | D | 0.70 | 39.1 | D | 0.83 | 48.3 | D | 0.56 | 33.0 | C |
| **Overall Intersection** | | - | | **46.5** | **D** | | **50.4** | **D** | | **64.8** | **E** | | **68.7** | **E** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | TR | 0.48 | 16.6 | B | 0.42 | 15.6 | B | 0.45 | 16.0 | B | 0.52 | 17.1 | B |
| | WB | LT | 0.45 | 16.3 | B | 0.31 | 14.1 | B | 0.38 | 15.1 | B | 0.36 | 14.7 | B |
| Cromwell Avenue | SB | LTR | 0.60 | 27.2 | C | 0.67 | 29.3 | C | 0.75 | 33.6 | C | 0.79 | 35.6 | D |
| **Overall Intersection** | | - | | **19.3** | **B** | | **19.8** | **B** | | **21.5** | **C** | | **22.4** | **C** |
| **University Avenue and Washington Bridge On-Ramps** | | | | | | | | | | | | | | |
| University Avenue | NB | L | 0.47 | 8.8 | A | 0.46 | 3.8 | A | 0.58 | 10.9 | B | 0.48 | 7.3 | A |
| | | T | 0.46 | 13.4 | B | 0.39 | 12.5 | B | 0.51 | 13.9 | B | 0.49 | 13.6 | B |
| | SB | TR | 0.63 | 16.1 | B | 0.47 | 13.6 | B | 0.58 | 15.2 | B | 0.56 | 14.7 | B |
| **Overall Intersection** | | - | | **13.8** | **B** | | **10.9** | **B** | | **13.8** | **B** | | **12.9** | **B** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.93 | 65.1 | E | 0.63 | 36.9 | D | 1.08 | 103.9 | F | 1.03 | 86.9 | F |
| | | R | 1.03 | 84.6 | F | 0.69 | 38.8 | D | 1.00 | 78.8 | E | 1.06 | 94.4 | F |
| University Avenue | NB | T | 0.40 | 9.6 | A | 0.42 | 9.9 | A | 0.48 | 10.5 | B | 0.39 | 9.5 | A |
| | SB | T | 0.28 | 8.6 | A | 0.17 | 7.7 | A | 0.22 | 8.1 | A | 0.22 | 8.1 | A |
| **Overall Intersection** | | - | | **33.1** | **C** | | **17.5** | **B** | | **38.1** | **D** | | **40.4** | **D** |
| **<u>Unsignalized</u>** | | | | | | | | | | | | | | |
| **Macombs Road and W 172nd Street** | | | | | | | | | | | | | | |
| W 172nd Street | WB | LR | 0.25 | 13.6 | B | 0.26 | 14.3 | B | 0.42 | 19.1 | C | 0.29 | 15.3 | C |

# 2026 RWCDS Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.95 | 56.2 | E | 0.68 | 28.1 | C | 1.00 | 66.5 | E | 0.95 | 50.8 | D |
| | WB | LTR | 0.76 | 35.8 | D | 0.63 | 26.4 | C | 0.81 | 39.6 | D | 0.70 | 28.1 | C |
| Jerome Avenue | NB | LTR | 0.58 | 33.7 | C | 1.29 | 180.0 | F | 1.47 | 260.8 | F | 0.99 | 69.6 | E |
| | SB | LT | 0.67 | 37.9 | D | 0.78 | 38.0 | D | 0.72 | 39.5 | D | 0.71 | 33.6 | C |
| | | R | 0.34 | 27.9 | C | 0.29 | 22.9 | C | 0.29 | 26.9 | C | 0.26 | 22.3 | C |
| **Overall Intersection** | | - | | **42.2** | **D** | | **61.2** | **E** | | **95.3** | **F** | | **43.7** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | | | | |
| Fordham Road | EB | LT | 0.82 | 23.1 | C | 0.61 | 14.9 | B | 0.86 | 22.4 | C | 0.66 | 17.5 | B |
| | WB | LTR | 0.76 | 19.7 | B | 0.52 | 13.4 | B | 0.72 | 15.4 | B | 0.69 | 18.8 | B |
| Jerome Avenue | NB | LTR | 1.16 | 147.3 | F | 1.26 | 168.6 | F | 1.66 | 355.4 | F | 1.23 | 166.0 | F |
| | SB | LTR | 1.07 | 117.6 | F | 1.08 | 98.6 | F | 1.38 | 239.5 | F | 1.01 | 90.8 | F |
| **Overall Intersection** | | - | | **48.2** | **D** | | **55.1** | **E** | | **93.9** | **F** | | **50.7** | **D** |
| **Jerome Avenue and 184th Street** | | | | | | | | | | | | | | |
| 184th Street | WB | LTR | 0.39 | 36.0 | D | 0.41 | 36.7 | D | 0.53 | 40.0 | D | 0.54 | 40.2 | D |
| Jerome Avenue | NB | LTR | 0.24 | 13.9 | B | 0.25 | 14.0 | B | 0.32 | 14.8 | B | 0.33 | 14.9 | B |
| | SB | LTR | 0.22 | 13.7 | B | 0.28 | 14.3 | B | 0.27 | 14.2 | B | 0.28 | 14.3 | B |
| **Overall Intersection** | | - | | **18.1** | **B** | | **17.9** | **B** | | **19.7** | **B** | | **19.5** | **B** |
| **Jerome Avenue and E. 183rd Street** | | | | | | | | | | | | | | |
| E. 183rd Street | WB | LR | 0.38 | 36.5 | D | 0.34 | 35.4 | D | 0.55 | 41.3 | D | 0.42 | 37.3 | D |
| Jerome Avenue | NB | TR | 0.47 | 17.7 | B | 0.51 | 18.5 | B | 0.55 | 19.4 | B | 0.51 | 18.3 | B |
| | SB | LT | 0.54 | 20.0 | C | 0.63 | 22.5 | C | 0.61 | 21.6 | C | 0.66 | 23.1 | C |
| **Overall Intersection** | | - | | **21.3** | **C** | | **22.2** | **C** | | **24.1** | **C** | | **23.0** | **C** |
| **Jerome Avenue and W. 183rd Street** | | | | | | | | | | | | | | |
| W. 183rd Street | EB | LR | 0.54 | 41.8 | D | 0.33 | 35.2 | D | 0.54 | 41.1 | D | 0.59 | 43.8 | D |
| Jerome Avenue | NB | LT | 0.56 | 20.4 | C | 0.60 | 21.5 | C | 0.59 | 20.8 | C | 0.53 | 19.4 | B |
| | SB | TR | 0.48 | 18.4 | B | 0.68 | 24.3 | C | 0.69 | 24.4 | C | 0.72 | 25.8 | C |
| **Overall Intersection** | | - | | **23.5** | **C** | | **24.4** | **C** | | **25.8** | **C** | | **26.6** | **C** |
| **Jerome Avenue and W. 182nd Street** | | | | | | | | | | | | | | |
| Jerome Avenue | NB | LT | 0.25 | 14.0 | B | 0.30 | 15.0 | B | 0.25 | 14.4 | B | 0.28 | 14.8 | B |
| | SB | TR | 0.25 | 14.0 | B | 0.25 | 14.5 | B | 0.25 | 14.4 | B | 0.27 | 14.7 | B |
| **Overall Intersection** | | - | | **14.0** | **B** | | **14.8** | **B** | | **14.4** | **B** | | **14.8** | **B** |
| **Jerome Avenue and E. 181st Street** | | | | | | | | | | | | | | |
| E. 181st Street | WB | LTR | 0.50 | 37.8 | D | 0.54 | 38.7 | D | 0.57 | 39.5 | D | 0.44 | 36.1 | D |
| Jerome Avenue | NB | LT | 0.23 | 13.8 | B | 0.27 | 14.2 | B | 0.27 | 14.2 | B | 0.32 | 14.7 | B |
| | SB | TR | 0.21 | 13.5 | B | 0.26 | 14.1 | B | 0.25 | 14.0 | B | 0.32 | 14.7 | B |
| **Overall Intersection** | | - | | **20.7** | **C** | | **20.6** | **C** | | **21.3** | **C** | | **18.9** | **B** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.74 | 34.9 | C | 0.79 | 39.6 | D | 0.88 | 47.8 | D | 0.72 | 33.9 | C |
| | WB | LTR | 0.69 | 32.3 | C | 0.80 | 39.4 | D | 0.93 | 53.5 | D | 0.86 | 45.2 | D |
| Jerome Avenue | NB | LTR | 0.68 | 31.5 | C | 0.72 | 33.7 | C | 0.68 | 31.2 | C | 0.65 | 30.0 | C |
| | SB | LTR | 0.81 | 40.4 | D | 0.90 | 49.5 | D | 0.95 | 59.4 | E | 0.89 | 48.5 | D |
| **Overall Intersection** | | - | | **34.8** | **C** | | **40.9** | **D** | | **48.7** | **D** | | **39.9** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.09 | 101.9 | F | 1.07 | 97.3 | F | 1.31 | 188.4 | F | 1.14 | 119.3 | F |
| | WB | LTR | 0.98 | 70.0 | E | 0.85 | 47.1 | D | 1.31 | 189.1 | F | 1.10 | 106.8 | F |
| Jerome Avenue | NB | LTR | 0.42 | 25.6 | C | 0.51 | 27.4 | C | 0.48 | 26.9 | C | 0.70 | 33.3 | C |
| | SB | LTR | 0.65 | 31.6 | C | 0.69 | 32.9 | C | 0.73 | 34.4 | C | 0.52 | 27.5 | C |
| **Overall Intersection** | | - | | **58.6** | **E** | | **50.9** | **D** | | **117.3** | **F** | | **72.5** | **E** |
| **Jerome Avenue and E. 176th Street** | | | | | | | | | | | | | | |
| E. 176th Street | WB | LR | 0.35 | 24.3 | C | 0.29 | 23.3 | C | 0.36 | 24.3 | C | 0.25 | 22.6 | C |
| Jerome Avenue | NB | TR | 0.63 | 17.7 | B | 0.77 | 22.5 | C | 0.66 | 18.4 | B | 0.69 | 19.3 | B |
| | SB | LT | 0.73 | 22.0 | C | 0.82 | 27.2 | C | 0.74 | 22.5 | C | 0.74 | 22.2 | C |
| **Overall Intersection** | | - | | **20.4** | **C** | | **24.6** | **C** | | **20.9** | **C** | | **20.9** | **C** |
| **Jerome Avenue and E. 175th Street** | | | | | | | | | | | | | | |
| E. 175th Street | EB | LTR | 0.05 | 19.8 | B | 0.03 | 19.6 | B | 0.01 | 19.4 | B | 0.01 | 19.5 | B |
| | WB | LTR | 0.50 | 28.4 | C | 0.45 | 26.8 | C | 0.81 | 44.5 | D | 0.54 | 29.4 | C |
| Jerome Avenue | NB | LTR | 0.45 | 13.4 | B | 0.43 | 13.2 | B | 0.38 | 12.5 | B | 0.40 | 12.7 | B |
| | SB | LTR | 0.46 | 13.7 | B | 0.46 | 13.6 | B | 0.48 | 14.0 | B | 0.40 | 12.9 | B |
| **Overall Intersection** | | - | | **15.5** | **B** | | **15.0** | **B** | | **19.3** | **B** | | **15.3** | **B** |

# 2026 RWCDS Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and SB I-95 Ramps** | | | | | | | | | | | | | | |
| SB I-95 Ramps | WB | L | 0.44 | 18.2 | B | 0.33 | 16.8 | B | 0.30 | 16.5 | B | 0.26 | 16.1 | B |
| | | R | 0.52 | 20.8 | C | 0.36 | 17.8 | B | 0.29 | 16.9 | B | 0.25 | 16.4 | B |
| Jerome Avenue | NB | T | 0.26 | 16.1 | B | 0.30 | 16.6 | B | 0.28 | 16.2 | B | 0.33 | 16.8 | B |
| | | R | 0.63 | 2.5 | A | 0.59 | 2.1 | A | 0.66 | 2.8 | A | 0.68 | 3.0 | A |
| | SB | DefL | 0.77 | 36.9 | D | 0.79 | 39.7 | D | 0.94 | 60.5 | E | 0.84 | 46.2 | D |
| | | T | 0.54 | 21.7 | C | 0.55 | 21.7 | C | 0.58 | 22.4 | C | 0.57 | 22.1 | C |
| **Overall Intersection** | | - | | **16.0** | **B** | | **15.5** | **B** | | **18.1** | **B** | | **15.8** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.13 | 159.0 | F | 1.09 | 136.8 | F | 1.24 | 193.6 | F | 1.21 | 204.1 | F |
| | | TR | 0.89 | 62.1 | E | 0.78 | 47.7 | D | 0.79 | 48.6 | D | 0.81 | 49.3 | D |
| | WB | LTR | 1.10 | 99.2 | F | 1.07 | 91.9 | F | 1.07 | 89.1 | F | 0.95 | 55.9 | E |
| Jerome Avenue | NB | LTR | 0.53 | 11.2 | B | 0.50 | 10.9 | B | 0.47 | 10.4 | B | 0.54 | 11.3 | B |
| | SB | LTR | 0.74 | 16.3 | B | 0.53 | 11.4 | B | 0.50 | 10.9 | B | 0.48 | 10.6 | B |
| **Overall Intersection** | | - | | **42.8** | **D** | | **38.8** | **D** | | **43.0** | **D** | | **35.2** | **D** |
| **Jerome Avenue and NB I-95 Ramps** | | | | | | | | | | | | | | |
| NB I-95 Ramps | EB | L | 0.75 | 29.5 | C | 0.65 | 25.9 | C | 0.68 | 27.0 | C | 0.77 | 30.6 | C |
| Jerome Avenue | NB | TR | 0.74 | 33.6 | C | 0.72 | 32.8 | C | 0.82 | 36.7 | D | 0.88 | 40.9 | D |
| | SB | DefL | 1.13 | 118.2 | F | 0.93 | 61.2 | E | 1.09 | 106.9 | F | 1.02 | 86.6 | F |
| | | T | 0.47 | 18.3 | B | 0.43 | 17.7 | B | 0.40 | 17.1 | B | 0.41 | 17.3 | B |
| **Overall Intersection** | | - | | **48.7** | **D** | | **33.9** | **C** | | **45.3** | **D** | | **42.5** | **D** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.50 | 28.5 | C | 0.62 | 32.8 | C | 0.72 | 37.5 | D | 0.74 | 38.3 | D |
| Jerome Avenue | NB | LTR | 0.48 | 13.8 | B | 0.47 | 13.6 | B | 0.53 | 14.4 | B | 0.52 | 14.3 | B |
| | SB | LTR | 0.45 | 13.2 | B | 0.36 | 12.2 | B | 0.36 | 12.2 | B | 0.38 | 12.4 | B |
| **Overall Intersection** | | - | | **15.1** | **B** | | **15.8** | **B** | | **17.1** | **B** | | **17.5** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.74 | 41.5 | D | 0.61 | 35.3 | D | 0.82 | 47.6 | D | 0.56 | 32.6 | C |
| Jerome Avenue | NB | LT | 0.48 | 15.5 | B | 0.55 | 16.9 | B | 0.48 | 15.5 | B | 0.49 | 15.7 | B |
| | SB | TR | 0.65 | 19.3 | B | 0.59 | 17.8 | B | 0.67 | 19.5 | B | 0.60 | 17.8 | B |
| **Overall Intersection** | | - | | **22.6** | **C** | | **20.4** | **C** | | **24.4** | **C** | | **19.7** | **B** |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.28 | 23.0 | C | 0.29 | 23.2 | C | 0.30 | 23.2 | C | 0.30 | 23.2 | C |
| Jerome Avenue | NB | LT | 0.45 | 13.7 | B | 0.43 | 13.3 | B | 0.47 | 13.8 | B | 0.45 | 13.5 | B |
| | SB | TR | 0.27 | 11.4 | B | 0.23 | 11.0 | B | 0.23 | 11.0 | B | 0.24 | 11.1 | B |
| **Overall Intersection** | | - | | **13.8** | **B** | | **13.6** | **B** | | **14.0** | **B** | | **13.9** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.91 | 71.1 | E | 0.98 | 85.3 | F | 0.80 | 48.8 | D | 0.69 | 46.1 | D |
| | | R | 0.85 | 63.1 | E | 0.67 | 47.9 | D | 0.48 | 34.7 | C | 0.45 | 38.1 | D |
| Macombs Dam Bridge | NB | T | 0.21 | 20.0 | B | 0.31 | 21.1 | C | 0.44 | 26.2 | C | 0.43 | 22.6 | C |
| | SB | T | 0.55 | 24.6 | C | 0.50 | 23.8 | C | 0.56 | 28.2 | C | 0.45 | 23.0 | C |
| **Overall Intersection** | | - | | **39.0** | **D** | | **38.7** | **D** | | **32.6** | **C** | | **27.9** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.93 | 60.3 | E | 0.68 | 36.2 | D | 0.76 | 40.4 | D | 0.74 | 38.9 | D |
| | WB | LTR | 1.13 | 114.7 | F | 0.99 | 76.0 | E | 1.17 | 133.6 | F | 1.12 | 113.6 | F |
| Jerome Avenue | NB | LTR | 0.35 | 13.3 | B | 0.38 | 13.6 | B | 0.40 | 13.8 | B | 0.40 | 13.9 | B |
| | SB | LTR | 0.28 | 12.5 | B | 0.26 | 12.4 | B | 0.26 | 12.3 | B | 0.28 | 12.5 | B |
| **Overall Intersection** | | - | | **51.6** | **D** | | **33.3** | **C** | | **51.6** | **D** | | **44.3** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.58 | 33.3 | C | 0.44 | 30.6 | C | 0.59 | 33.6 | C | 0.50 | 31.5 | C |
| | | R | 1.43 | 257.8 | F | 1.18 | 162.7 | F | 1.55 | 314.2 | F | 1.58 | 325.0 | F |
| 167th Street | WB | L | 0.53 | 33.1 | C | 0.44 | 30.9 | C | 0.52 | 32.9 | C | 0.45 | 30.9 | C |
| | | T | 0.68 | 37.5 | D | 0.59 | 33.8 | C | 0.79 | 43.2 | D | 0.59 | 33.4 | C |
| | | R | 0.11 | 8.7 | A | 0.28 | 11.2 | B | 0.24 | 29.4 | C | 0.28 | 30.1 | C |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - | - | - | - |
| | | DefL | 0.96 | 87.4 | F | 0.99 | 92.8 | F | 1.55 | 301.6 | F | 0.87 | 61.7 | E |
| | | TR | 0.82 | 49.4 | D | 0.81 | 47.4 | D | 0.79 | 45.0 | D | 0.90 | 58.4 | E |
| | SB | LTR | 0.57 | 29.7 | C | 0.55 | 29.9 | C | 0.52 | 28.8 | C | 0.51 | 28.6 | C |
| Cromwell Avenue | NE-B | R | 0.18 | 25.9 | C | 0.12 | 25.1 | C | 0.15 | 25.3 | C | 0.17 | 25.7 | C |
| **Overall Intersection** | | - | | **77.9** | **E** | | **52.1** | **D** | | **95.5** | **F** | | **87.5** | **F** |

# 2026 RWCDS Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **River Avenue and 167th Street** | | | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.93 | 42.0 | D | 0.76 | 25.0 | C | 0.88 | 34.9 | C | 0.82 | 28.5 | C |
| | WB | LTR | 0.77 | 26.1 | C | 0.70 | 22.7 | C | 0.91 | 38.9 | D | 0.75 | 24.7 | C |
| River Avenue | NB | LTR | 0.69 | 44.5 | D | 1.17 | 146.0 | F | 1.08 | 113.5 | F | 1.25 | 174.4 | F |
| | SB | LTR | 0.62 | 37.2 | D | 0.47 | 32.1 | C | 0.40 | 30.3 | C | 0.57 | 35.4 | D |
| **Overall Intersection** | | - | | **36.2** | **D** | | **48.6** | **D** | | **48.9** | **D** | | **57.7** | **E** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.97 | 67.7 | E | 0.88 | 52.0 | D | 1.07 | 93.0 | F | 0.81 | 42.9 | D |
| Jerome Avenue | NB | TR | 0.34 | 12.0 | B | 0.38 | 12.4 | B | 0.45 | 13.3 | B | 0.43 | 13.1 | B |
| | SB | LT | 0.75 | 20.3 | C | 0.52 | 14.7 | B | 0.62 | 16.7 | B | 0.54 | 15.0 | B |
| **Overall Intersection** | | - | | **28.6** | **C** | | **22.3** | **C** | | **33.4** | **C** | | **19.9** | **B** |
| **Jerome Avenue and E. 164th Street** | | | | | | | | | | | | | | |
| E. 164th Street | WB | LR | 0.35 | 24.4 | C | 0.33 | 23.8 | C | 0.38 | 24.9 | C | 0.28 | 23.1 | C |
| Jerome Avenue | NB | TR | 0.35 | 12.1 | B | 0.39 | 12.6 | B | 0.43 | 13.0 | B | 0.42 | 12.9 | B |
| | SB | LT | 0.67 | 17.1 | B | 0.50 | 14.1 | B | 0.52 | 14.3 | B | 0.50 | 14.1 | B |
| **Overall Intersection** | | - | | **16.1** | **B** | | **14.3** | **B** | | **14.8** | **B** | | **14.2** | **B** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.82 | 66.8 | E | 0.85 | 65.3 | E | 1.10 | 132.7 | F | 0.55 | 42.3 | D |
| | WB | LTR | 0.55 | 46.5 | D | 0.53 | 43.5 | D | 0.62 | 49.6 | D | 0.40 | 37.4 | D |
| Grand Concourse Mainline | NB | T | 0.41 | 22.6 | C | 0.55 | 26.9 | C | 0.78 | 31.6 | C | 0.69 | 30.4 | C |
| | SB | L | 0.24 | 21.8 | C | 0.06 | 20.3 | C | 0.12 | 30.4 | C | 0.35 | 29.7 | C |
| | | T | 0.65 | 18.5 | B | 0.31 | 14.6 | B | 0.51 | 24.3 | C | 0.40 | 15.7 | B |
| Grand Concourse Service Road | NB | TR | 0.45 | 24.7 | C | 0.57 | 29.5 | C | 0.62 | 29.3 | C | 0.54 | 28.7 | C |
| | SB | TR | 0.63 | 20.4 | C | 0.61 | 21.7 | C | 0.67 | 31.0 | C | 0.50 | 18.4 | B |
| **Overall Intersection** | | - | | **33.1** | **C** | | **35.7** | **D** | | **54.1** | **D** | | **27.4** | **C** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.89 | 70.2 | E | 0.77 | 53.1 | D | 0.79 | 55.3 | E | 0.87 | 61.7 | E |
| | WB | LTR | 0.52 | 41.2 | D | 0.56 | 41.7 | D | 0.65 | 45.3 | D | 0.78 | 56.3 | E |
| Grand Concourse Mainline | NB | L | 0.43 | 60.5 | E | 0.41 | 59.4 | E | 0.46 | 61.5 | E | 0.58 | 67.1 | E |
| | | T | 0.39 | 21.0 | C | 0.45 | 22.0 | C | 0.75 | 28.9 | C | 0.49 | 22.6 | C |
| | SB | L | 0.41 | 59.2 | E | 0.45 | 61.0 | E | 0.42 | 59.7 | E | 0.65 | 72.0 | E |
| | | T | 0.96 | 45.5 | D | 0.40 | 21.1 | C | 0.54 | 23.5 | C | 0.52 | 23.1 | C |
| Grand Concourse Service Road | NB | TR | 0.69 | 31.0 | C | 0.75 | 34.1 | C | 1.05 | 80.7 | F | 0.87 | 43.5 | D |
| | SB | TR | 0.89 | 46.7 | D | 0.65 | 29.4 | C | 0.69 | 30.9 | C | 0.59 | 27.2 | C |
| **Overall Intersection** | | - | | **46.2** | **D** | | **37.8** | **D** | | **57.8** | **E** | | **45.6** | **D** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.50 | 47.2 | D | 0.79 | 69.5 | E | 0.78 | 72.5 | E |
| | | TR | 1.42 | 263.2 | F | 0.79 | 64.3 | E | 1.12 | 139.7 | F | 1.02 | 108.5 | F |
| | WB | L | 0.65 | 68.1 | E | 0.60 | 55.6 | E | 0.75 | 73.3 | E | 0.31 | 42.1 | D |
| | | TR | 0.99 | 112.2 | F | 0.70 | 57.6 | E | 0.77 | 63.9 | E | 0.91 | 79.9 | E |
| Grand Concourse Mainline | NB | L | 0.44 | 60.9 | E | 0.59 | 68.7 | E | 0.81 | 89.0 | F | 0.77 | 83.1 | F |
| | | T | 0.42 | 22.1 | C | 0.47 | 22.9 | C | 0.79 | 31.2 | C | 0.50 | 23.5 | C |
| | SB | L | 1.00 | 120.8 | F | 0.66 | 69.5 | E | 0.94 | 105.8 | F | 0.92 | 102.1 | F |
| | | T | 0.86 | 35.3 | D | 0.35 | 21.0 | C | 0.52 | 23.8 | C | 0.45 | 22.6 | C |
| Grand Concourse Service Road | NB | TR | 0.77 | 38.1 | D | 0.79 | 37.7 | D | 1.00 | 69.5 | E | 0.73 | 33.7 | C |
| | SB | TR | 0.68 | 31.0 | C | 0.46 | 24.3 | C | 0.51 | 25.3 | C | 0.43 | 23.5 | C |
| **Overall Intersection** | | - | | **93.1** | **F** | | **43.4** | **D** | | **78.9** | **E** | | **62.9** | **E** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.02 | 99.9 | F | 1.12 | 135.8 | F | 1.05 | 110.3 | F | 0.88 | 68.6 | E |
| | WB | LTR | 1.17 | 154.8 | F | 1.17 | 152.0 | F | 1.23 | 175.9 | F | 1.09 | 124.5 | F |
| Grand Concourse Mainline | NB | L | 0.48 | 64.4 | E | 0.63 | 73.5 | E | 0.80 | 90.6 | F | 0.72 | 81.0 | F |
| | | T | 0.42 | 25.1 | C | 0.47 | 25.9 | C | 0.80 | 34.8 | C | 0.52 | 26.9 | C |
| | SB | L | 1.03 | 132.3 | F | 0.47 | 60.3 | E | 0.73 | 76.8 | E | 0.63 | 68.5 | E |
| | | T | 0.92 | 43.4 | D | 0.42 | 25.1 | C | 0.55 | 27.3 | C | 0.48 | 26.1 | C |
| Grand Concourse Service Road | NB | TR | 0.64 | 33.5 | C | 0.64 | 33.0 | C | 0.90 | 52.5 | D | 0.51 | 28.5 | C |
| | SB | TR | 0.81 | 43.2 | D | 0.63 | 32.8 | C | 0.63 | 32.7 | C | 0.60 | 31.7 | C |
| **Overall Intersection** | | - | | **77.0** | **E** | | **85.4** | **F** | | **87.1** | **F** | | **61.8** | **E** |

# 2026 RWCDS Action Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | L | 0.25 | 31.5 | C | 0.45 | 37.0 | D | 0.42 | 36.8 | D | 0.49 | 39.1 | D |
| | | TR | 0.67 | 44.8 | D | 0.55 | 39.1 | D | 0.55 | 39.7 | D | 0.47 | 36.4 | D |
| | WB | L | 0.49 | 40.0 | D | 0.25 | 32.2 | C | 0.46 | 38.7 | D | 0.48 | 39.3 | D |
| | | TR | 0.42 | 34.1 | C | 0.45 | 34.9 | C | 0.54 | 37.0 | D | 0.50 | 35.9 | D |
| Grand Concourse Mainline | NB | L | 0.25 | 56.0 | E | 0.43 | 62.1 | E | 0.83 | 96.0 | F | 0.59 | 70.2 | E |
| | | T | 0.39 | 22.1 | C | 0.48 | 23.6 | C | 0.77 | 31.1 | C | 0.57 | 25.3 | C |
| | SB | L | 0.34 | 58.6 | E | 0.20 | 54.5 | D | 0.33 | 58.1 | E | 0.27 | 56.3 | E |
| | | T | 0.76 | 30.5 | C | 0.32 | 21.2 | C | 0.43 | 22.8 | C | 0.40 | 22.3 | C |
| Grand Concourse Service Road | NB | TR | 0.54 | 27.1 | C | 0.53 | 26.8 | C | 0.71 | 33.5 | C | 0.67 | 31.7 | C |
| | SB | TR | 0.70 | 32.9 | C | 0.61 | 29.5 | C | 0.67 | 31.6 | C | 0.65 | 30.8 | C |
| **Overall Intersection** | | - | | **34.3** | **C** | | **32.0** | **C** | | **34.9** | **C** | | **33.9** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 63.3 | E | 1.17 | 176.3 | F | 0.03 | 29.3 | C |
| | | TR | 1.18 | 156.4 | F | 1.33 | 213.4 | F | 1.12 | 131.6 | F | 1.15 | 141.8 | F |
| | WB | L | 0.04 | 30.3 | C | 0.06 | 30.2 | C | 0.07 | 30.9 | C | 0.83 | 80.5 | F |
| | | TR | 1.00 | 98.1 | F | 1.10 | 124.2 | F | 1.16 | 145.7 | F | 0.85 | 63.3 | E |
| Grand Concourse Mainline | NB | T | 0.34 | 23.8 | C | 0.46 | 26.5 | C | 0.73 | 32.0 | C | 0.59 | 28.8 | C |
| | SB | L | 0.59 | 70.7 | E | 0.42 | 62.0 | E | 0.93 | 121.5 | F | 0.81 | 102.8 | F |
| | | T | 0.76 | 33.1 | C | 0.36 | 24.8 | C | 0.44 | 25.3 | C | 0.39 | 25.1 | C |
| Grand Concourse Service Road | NB | TR | 0.45 | 27.4 | C | 0.65 | 34.4 | C | 0.71 | 36.4 | D | 0.78 | 42.1 | D |
| | SB | TR | 0.75 | 39.1 | D | 0.44 | 27.9 | C | 0.80 | 43.9 | D | 0.62 | 33.7 | C |
| **Overall Intersection** | | - | | **78.0** | **E** | | **105.6** | **F** | | **95.6** | **F** | | **71.5** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.65 | 43.9 | D | 0.35 | 35.4 | D | 0.77 | 53.2 | D | 0.71 | 48.3 | D |
| | WB | LTR | 1.06 | 102.9 | F | 0.98 | 80.7 | F | 1.03 | 91.8 | F | 1.11 | 118.1 | F |
| Edward L. Grant Highway | NB | LTR | 0.31 | 11.0 | B | 0.26 | 10.4 | B | 0.57 | 15.0 | B | 0.33 | 11.1 | B |
| | SB | LTR | 0.69 | 17.8 | B | 0.50 | 13.7 | B | 0.75 | 20.4 | C | - | - | - |
| | | DefL | - | - | - | - | - | - | - | - | - | 0.82 | 34.9 | C |
| | | TR | - | - | - | - | - | - | - | - | - | 0.61 | 16.7 | B |
| **Overall Intersection** | | - | | **38.4** | **D** | | **32.2** | **C** | | **37.0** | **D** | | **45.8** | **D** |
| **Edward L. Grant Highway and W. 169th Street** | | | | | | | | | | | | | | |
| W. 169th Street | WB | LR | 0.38 | 42.3 | D | 0.43 | 43.9 | D | 0.48 | 45.6 | D | 0.50 | 45.8 | D |
| Edward L. Grant Highway | NB | TR | 0.28 | 10.7 | B | 0.32 | 11.0 | B | 0.38 | 11.6 | B | 0.32 | 11.0 | B |
| | SB | LT | 0.56 | 14.8 | B | 0.46 | 13.1 | B | 0.68 | 18.1 | B | 0.52 | 13.9 | B |
| **Overall Intersection** | | - | | **15.6** | **B** | | **15.2** | **B** | | **17.4** | **B** | | **16.2** | **B** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.04 | 77.0 | E | 1.14 | 114.3 | F | 1.28 | 169.4 | F | 1.27 | 160.1 | F |
| | WB | TR | 0.53 | 20.5 | C | 0.47 | 19.3 | B | 0.61 | 22.3 | C | 0.54 | 20.4 | C |
| Inwood Avenue | NB | LTR | 0.72 | 40.6 | D | 0.68 | 38.1 | D | 0.82 | 46.9 | D | 0.58 | 33.6 | C |
| **Overall Intersection** | | - | | **49.3** | **D** | | **64.1** | **E** | | **86.4** | **F** | | **87.1** | **F** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | TR | 0.49 | 16.6 | B | 0.44 | 15.9 | B | 0.47 | 16.4 | B | 0.54 | 17.6 | B |
| | WB | LT | 0.46 | 16.5 | B | 0.40 | 15.5 | B | 0.61 | 20.2 | C | 0.51 | 17.5 | B |
| Cromwell Avenue | SB | LTR | 0.60 | 27.2 | C | 0.67 | 29.4 | C | 0.75 | 33.6 | C | 0.87 | 45.2 | D |
| **Overall Intersection** | | - | | **19.4** | **B** | | **20.1** | **C** | | **22.9** | **C** | | **26.1** | **C** |
| **University Avenue and Washington Bridge On-Ramps** | | | | | | | | | | | | | | |
| University Avenue | NB | L | 0.50 | 10.2 | B | 0.47 | 4.3 | A | 0.59 | 12.0 | B | 0.49 | 8.2 | A |
| | | T | 0.47 | 13.4 | B | 0.39 | 12.5 | B | 0.52 | 14.1 | B | 0.49 | 13.7 | B |
| | SB | TR | 0.65 | 16.5 | B | 0.49 | 13.8 | B | 0.59 | 15.4 | B | 0.57 | 14.9 | B |
| **Overall Intersection** | | - | | **14.2** | **B** | | **11.1** | **B** | | **14.1** | **B** | | **13.1** | **B** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.95 | 68.5 | E | 0.64 | 37.4 | D | 1.11 | 115.1 | F | 1.04 | 90.8 | F |
| | | LR | 1.05 | 90.3 | F | 0.71 | 39.9 | D | 1.06 | 95.4 | F | 1.09 | 104.8 | F |
| University Avenue | NB | T | 0.41 | 9.8 | A | 0.43 | 9.9 | A | 0.49 | 10.5 | B | 0.40 | 9.5 | A |
| | SB | T | 0.28 | 8.6 | A | 0.17 | 7.8 | A | 0.23 | 8.2 | A | 0.23 | 8.2 | A |
| **Overall Intersection** | | - | | **34.9** | **C** | | **17.8** | **B** | | **43.6** | **D** | | **43.4** | **D** |
| **Unsignalized** | | | | | | | | | | | | | | |
| **Macombs Road and W 172nd Street** | | | | | | | | | | | | | | |
| W 172nd Street | WB | LR | 0.26 | 13.8 | B | 0.28 | 14.7 | B | 0.47 | 20.5 | C | 0.32 | 15.7 | C |

# 2026 RWCDS Action AM Mitigation

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.82 | 23.1 | C | 0.82 | 23.1 | C | 0.94 | 39.2 | D |
| | WB | LTR | 0.76 | 19.7 | B | 0.76 | 19.7 | B | 0.87 | 30.5 | C |
| Jerome Avenue | NB | LTR | 0.88 | 67.6 | E | 1.16 | 147.3 | F | 0.92 | 67.5 | E |
| | SB | LTR | 1.11 | 127.5 | F | 1.07 | 117.6 | F | 0.83 | 55.3 | E |
| | **Overall Intersection** | - | | **39.3** | **D** | | **48.2** | **D** | | **41.3** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.07 | 95.4 | F | 1.09 | 101.9 | F | 1.06 | 92.6 | F |
| | WB | LTR | 1.00 | 75.8 | E | 0.98 | 70.0 | E | 0.96 | 64.4 | E |
| Jerome Avenue | NB | LTR | 0.37 | 24.6 | C | 0.42 | 25.6 | C | 0.43 | 26.4 | C |
| | SB | LTR | 0.61 | 30.1 | C | 0.65 | 31.6 | C | 0.67 | 32.9 | C |
| | **Overall Intersection** | - | | **58.4** | **E** | | **58.6** | **E** | | **55.2** | E |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.11 | 152.9 | F | 1.13 | 159.0 | F | 1.04 | 127.6 | F |
| | | TR | 0.89 | 62.1 | E | 0.89 | 62.1 | E | 0.85 | 55.5 | E |
| | WB | LTR | 1.10 | 99.2 | F | 1.10 | 99.2 | F | 1.05 | 81.8 | F |
| Jerome Avenue | NB | LTR | 0.48 | 10.6 | B | 0.53 | 11.2 | B | 0.54 | 11.8 | B |
| | SB | LTR | 0.71 | 15.2 | B | 0.74 | 16.3 | B | 0.76 | 17.6 | B |
| | **Overall Intersection** | - | 0.00 | **42.9** | **D** | | **42.8** | **D** | | **37.7** | **D** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.74 | 29.2 | C | 0.75 | 29.5 | C | 0.77 | 31.3 | C |
| Jerome Avenue | NB | TR | 0.64 | 30.7 | C | 0.74 | 33.6 | C | 0.87 | 44.5 | D |
| | SB | DefL | 1.02 | 78.0 | E | 1.13 | 118.2 | F | 1.00 | 73.3 | E |
| | | T | 0.48 | 18.5 | B | 0.47 | 18.3 | B | 0.46 | 17.5 | B |
| | **Overall Intersection** | - | 0.00 | **38.7** | **D** | | **48.7** | **D** | | **42.5** | **D** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.88 | 64.9 | E | 0.91 | 71.1 | E | 0.86 | 60.9 | E |
| | | R | 0.85 | 63.1 | E | 0.85 | 63.1 | E | 0.80 | 55.7 | E |
| Macombs Dam Bridge | NB | T | 0.21 | 19.9 | B | 0.21 | 20.0 | B | 0.22 | 20.7 | C |
| | SB | T | 0.51 | 23.9 | C | 0.55 | 24.6 | C | 0.57 | 25.6 | C |
| | **Overall Intersection** | - | | **37.8** | **D** | | **39.0** | **D** | | **36.4** | **D** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.88 | 51.9 | D | 0.93 | 60.3 | E | 0.87 | 47.8 | D |
| | WB | LTR | 1.07 | 96.4 | F | 1.13 | 114.7 | F | 1.05 | 85.1 | F |
| Jerome Avenue | NB | LTR | 0.33 | 13.0 | B | 0.35 | 13.3 | B | 0.36 | 14.6 | B |
| | SB | LTR | 0.24 | 12.2 | B | 0.28 | 12.5 | B | 0.29 | 13.8 | B |
| | **Overall Intersection** | - | | **44.9** | **D** | | **51.6** | **D** | | **41.3** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.54 | 32.4 | C | 0.58 | 33.3 | C | 0.58 | 33.3 | C |
| | | R | 1.18 | 154.9 | F | 1.43 | 257.8 | F | 1.43 | 257.8 | F |
| 167th Street | WB | L | 0.52 | 32.6 | C | 0.53 | 33.1 | C | 0.53 | 33.1 | C |
| | | T | 0.67 | 37.1 | D | 0.68 | 37.5 | D | 0.68 | 37.5 | D |
| | | R | 0.09 | 8.4 | A | 0.11 | 8.7 | A | 0.11 | 8.7 | A |
| Jerome Avenue | NB | DefL | 0.84 | 63.6 | E | 0.96 | 87.4 | F | 0.96 | 87.4 | F |
| | | TR | 0.82 | 49.0 | D | 0.82 | 49.4 | D | 0.82 | 49.4 | D |
| | SB | LTR | 0.55 | 29.2 | C | 0.57 | 29.7 | C | 0.57 | 29.7 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.8 | C | 0.18 | 25.9 | C | 0.18 | 25.9 | C |
| | **Overall Intersection** | - | | **55.0** | **D** | | **77.9** | **E** | | **77.9** | **E** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.94 | 61.8 | E | 0.97 | 67.7 | E | 0.94 | 60.0 | E |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.34 | 12.0 | B | 0.34 | 12.6 | B |
| | SB | LT | 0.71 | 19.2 | B | 0.75 | 20.3 | C | 0.76 | 21.6 | C |
| | **Overall** | **Intersection** | **-** | | **26.7** | **C** | | **28.6** | **C** | | **27.7** | **C** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.78 | 62.5 | E | 0.82 | 66.8 | E | 0.79 | 62.1 | E |
| | WB | LTR | 0.54 | 46.1 | D | 0.55 | 46.5 | D | 0.53 | 44.6 | D |
| Grand Concourse Mainline | NB | T | 0.33 | 13.3 | B | 0.41 | 22.6 | C | 0.42 | 23.3 | C |
| | SB | L | 0.23 | 21.4 | C | 0.24 | 21.8 | C | 0.25 | 22.6 | C |
| | | T | 0.82 | 33.3 | C | 0.65 | 18.5 | B | 0.66 | 19.2 | B |
| Grand Concourse Service Road | NB | TR | 0.36 | 14.5 | B | 0.45 | 24.7 | C | 0.46 | 25.5 | C |
| | SB | TR | 0.80 | 38.6 | D | 0.63 | 20.4 | C | 0.64 | 21.3 | C |
| | **Overall** | **Intersection** | **-** | | **37.6** | **D** | | **33.1** | **C** | | **32.7** | **C** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.92 | 101.6 | F | 0.88 | 91.5 | F |
| | | TR | 1.38 | 247.1 | F | 1.42 | 263.2 | F | 1.37 | 240.1 | F |
| | WB | L | 0.64 | 66.3 | E | 0.65 | 68.1 | E | 0.62 | 63.3 | E |
| | | TR | 0.99 | 110.8 | F | 0.99 | 112.2 | F | 0.96 | 101.9 | F |
| Grand Concourse Mainline | NB | L | 0.45 | 61.1 | E | 0.44 | 60.9 | E | 0.44 | 60.9 | E |
| | | T | 0.42 | 22.1 | C | 0.42 | 22.1 | C | 0.43 | 22.8 | C |
| | SB | L | 1.00 | 120.8 | F | 1.00 | 120.8 | F | 1.00 | 120.8 | F |
| | | T | 0.86 | 35.1 | D | 0.86 | 35.3 | D | 0.88 | 37.1 | D |
| Grand Concourse Service Road | NB | TR | 0.78 | 38.5 | D | 0.77 | 38.1 | D | 0.79 | 40.0 | D |
| | SB | TR | 0.68 | 31.0 | C | 0.68 | 31.0 | C | 0.69 | 32.2 | C |
| | **Overall** | **Intersection** | **-** | | **88.8** | **F** | | **93.1** | **F** | | **87.4** | **F** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 62.3 | E | 0.71 | 62.3 | E |
| | | TR | 1.04 | 110.4 | F | 1.18 | 156.4 | F | 1.18 | 156.4 | F |
| | WB | L | 0.04 | 30.2 | C | 0.04 | 30.3 | C | 0.04 | 30.3 | C |
| | | TR | 1.00 | 98.1 | F | 1.00 | 98.1 | F | 1.00 | 98.1 | F |
| Grand Concourse Mainline | NB | T | 0.34 | 23.9 | C | 0.34 | 23.8 | C | 0.34 | 23.8 | C |
| | SB | L | 0.59 | 70.7 | E | 0.59 | 70.7 | E | 0.59 | 70.7 | E |
| | | T | 0.74 | 32.6 | C | 0.76 | 33.1 | C | 0.76 | 33.1 | C |
| Grand Concourse Service Road | NB | TR | 0.46 | 27.5 | C | 0.45 | 27.4 | C | 0.45 | 27.4 | C |
| | SB | TR | 0.74 | 38.8 | D | 0.75 | 39.1 | D | 0.75 | 39.1 | D |
| | **Overall** | **Intersection** | **-** | | **66.5** | **E** | | **78.0** | **E** | | **78.0** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.64 | 43.7 | D | 0.65 | 43.9 | D | 0.61 | 40.6 | D |
| | WB | LTR | 1.00 | 84.7 | F | 1.06 | 102.9 | F | 0.99 | 80.3 | F |
| Edward L. Grant Highway | NB | LTR | 0.30 | 10.8 | B | 0.31 | 11.0 | B | 0.32 | 11.9 | B |
| | SB | LTR | 0.67 | 17.0 | B | 0.69 | 17.8 | B | 0.71 | 19.6 | B |
| | **Overall** | **Intersection** | **-** | | **34.1** | **C** | | **34.9** | **C** | | **34.1** | **C** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.02 | 71.6 | E | 1.04 | 77.0 | **E** | 1.00 | 64.2 | E |
| | WB | TR | 0.52 | 20.2 | C | 0.53 | 20.5 | **C** | 0.52 | 19.6 | B |
| Inwood Avenue | NB | LTR | 0.67 | 37.9 | D | 0.72 | 40.6 | **D** | 0.75 | 43.8 | D |
| | **Overall** | **Intersection** | **-** | | **46.5** | **D** | | **49.3** | **D** | | **44.3** | **D** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.93 | 65.1 | E | 0.95 | 68.5 | E | 0.90 | 57.6 | E |
| | | R | 1.03 | 84.6 | F | 1.05 | 90.3 | F | 1.00 | 77.2 | E |
| University Avenue | NB | T | 0.40 | 9.6 | A | 0.41 | 9.8 | A | 0.42 | 10.3 | B |
| | SB | T | 0.28 | 8.6 | A | 0.28 | 8.6 | A | 0.29 | 9.1 | A |
| | **Overall** | **Intersection** | **-** | | **33.1** | **C** | | **34.9** | **C** | | **30.8** | **C** |

## 2026 RWCDS Action Midday Mitigation

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.68 | 28.1 | C | 0.68 | 28.1 | C | 0.77 | 34.2 | C |
| | WB | LTR | 0.63 | 26.4 | C | 0.63 | 26.4 | C | 0.70 | 30.5 | C |
| Jerome Avenue | NB | LTR | 1.09 | 104.5 | F | 1.29 | 180.0 | F | 1.07 | 94.2 | F |
| | SB | LT | 0.67 | 32.2 | C | 0.78 | 38.0 | D | 0.69 | 30.2 | C |
| | | R | 0.29 | 22.9 | C | 0.29 | 22.9 | C | 0.26 | 20.4 | C |
| **Overall Intersection** | | - | | **43.2** | **D** | | **61.2** | **E** | | **44.4** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.61 | 14.9 | B | 0.61 | 14.9 | B | 0.68 | 19.4 | B |
| | WB | LTR | 0.52 | 13.4 | B | 0.52 | 13.4 | B | 0.58 | 17.3 | B |
| Jerome Avenue | NB | LTR | 0.99 | 75.0 | E | 1.26 | 168.6 | F | 1.01 | 75.0 | E |
| | SB | LTR | 0.95 | 65.5 | E | 1.08 | 98.6 | F | 0.87 | 45.8 | D |
| **Overall Intersection** | | - | | **31.5** | **C** | | **55.1** | **E** | | **32.8** | **C** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.76 | 37.4 | D | 0.79 | 39.6 | D | 0.79 | 39.6 | D |
| | WB | LTR | 0.72 | 33.7 | C | 0.80 | 39.4 | D | 0.80 | 39.4 | D |
| Jerome Avenue | NB | LTR | 0.66 | 31.0 | C | 0.72 | 33.7 | C | 0.72 | 33.7 | C |
| | SB | LTR | 0.68 | 31.8 | C | 0.90 | 49.5 | D | 0.90 | 49.5 | D |
| **Overall Intersection** | | - | | **33.5** | **C** | | **40.9** | **D** | 0.00 | **40.9** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.05 | 91.0 | F | 1.07 | 97.30 | F | 1.05 | 87.6 | F |
| | WB | LTR | 0.84 | 46.0 | D | 0.85 | 47.10 | D | 0.84 | 44.5 | D |
| Jerome Avenue | NB | LTR | 0.48 | 26.7 | C | 0.51 | 27.40 | C | 0.52 | 28.3 | C |
| | SB | LTR | 0.60 | 30.0 | C | 0.69 | 32.90 | C | 0.71 | 34.3 | C |
| **Overall Intersection** | | - | | **49.1** | **D** | | 50.90 | **D** | | 48.5 | **D** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.02 | 116.7 | F | 1.09 | 136.8 | F | 1.02 | 113.2 | F |
| | | TR | 0.78 | 47.7 | D | 0.78 | 47.7 | D | 0.75 | 43.9 | D |
| | WB | LTR | 1.07 | 91.9 | F | 1.07 | 91.9 | F | 1.03 | 77.6 | E |
| Jerome Avenue | NB | LTR | 0.47 | 10.5 | B | 0.50 | 10.9 | B | 0.51 | 11.5 | B |
| | SB | LTR | 0.50 | 11.0 | B | 0.53 | 11.4 | B | 0.54 | 12.1 | B |
| **Overall Intersection** | | - | | **38.2** | **D** | | **38.8** | **D** | | **34.5** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.65 | 25.7 | C | 0.65 | 25.9 | C | 0.67 | 27.1 | C |
| Jerome Avenue | NB | TR | 0.67 | 31.3 | C | 0.72 | 32.8 | C | 0.72 | 32.8 | C |
| | SB | DefL | 0.88 | 51.9 | D | 0.93 | 61.2 | E | 0.89 | 53.5 | D |
| | | T | 0.40 | 17.2 | B | 0.43 | 17.7 | B | 0.42 | 16.9 | B |
| **Overall Intersection** | | - | | **31.6** | **C** | | **33.9** | **C** | | **32.5** | **C** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.95 | 78.1 | E | 0.98 | 85.3 | F | 0.92 | 70.8 | E |
| | | R | 0.67 | 47.9 | D | 0.67 | 47.9 | D | 0.63 | 44.4 | D |
| Macombs Dam Bridge | NB | T | 0.31 | 21.0 | C | 0.31 | 21.1 | C | 0.32 | 21.8 | C |
| | SB | T | 0.49 | 23.6 | C | 0.50 | 23.8 | C | 0.52 | 24.8 | C |
| **Overall Intersection** | | - | | **37.0** | **D** | | **38.7** | **D** | | **35.9** | **D** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.66 | 35.5 | D | 0.68 | 36.2 | D | 0.61 | 31.0 | C |
| | WB | LTR | 0.88 | 54.0 | D | 0.99 | 76.0 | E | 0.88 | 50.9 | D |
| Jerome Avenue | NB | LTR | 0.36 | 13.4 | B | 0.38 | 13.6 | B | 0.4 | 15.6 | B |
| | SB | LTR | 0.22 | 11.9 | B | 0.26 | 12.4 | B | 0.28 | 14.2 | B |
| **Overall Intersection** | | - | 0.00 | **27.4** | **C** | 0.00 | **33.3** | **C** | | **27.1** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.37 | 29.7 | C | 0.44 | 30.6 | C | 0.44 | 30.6 | C |
| | | R | 1.01 | 104.8 | F | 1.18 | 162.7 | F | 1.18 | 162.7 | F |
| 167th Street | WB | L | 0.44 | 30.9 | C | 0.44 | 30.9 | C | 0.44 | 30.9 | C |
| | | T | 0.58 | 33.6 | C | 0.59 | 33.8 | C | 0.59 | 33.8 | C |
| | | R | 0.24 | 10.4 | B | 0.28 | 11.2 | B | 0.28 | 11.2 | B |
| Jerome Avenue | NB | DefL | 0.82 | 57.4 | E | 0.99 | 92.8 | F | 0.99 | 92.8 | F |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | TR | 0.78 | 44.4 | D | 0.81 | 47.4 | D | 0.81 | 47.4 | D |
| | | SB | LTR | 0.51 | 28.8 | C | 0.55 | 29.9 | C | 0.55 | 29.9 | C |
| Cromwell Avenue | | NE-B | R | 0.09 | 24.7 | C | 0.12 | 25.1 | C | 0.12 | 25.1 | C |
| | **Overall** | **Intersection** | - | | **42.0** | **D** | | **52.1** | **D** | | **52.1** | **D** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | |
| 176th Street | | EB | LTR | 0.77 | 56.7 | E | 0.85 | 65.3 | E | 0.80 | 57.3 | E |
| | | WB | LTR | 0.46 | 41.1 | D | 0.53 | 43.5 | D | 0.49 | 40.1 | D |
| Grand Concourse Mainline | | NB | T | 0.55 | 26.8 | C | 0.55 | 26.9 | C | 0.58 | 28.6 | C |
| | | SB | L | 0.06 | 20.3 | C | 0.06 | 20.3 | C | 0.06 | 21.6 | C |
| | | | T | 0.31 | 14.6 | B | 0.31 | 14.6 | B | 0.32 | 15.7 | B |
| Grand Concourse Service Road | | NB | TR | 0.56 | 29.3 | C | 0.57 | 29.5 | C | 0.59 | 31.6 | C |
| | | SB | TR | 0.61 | 21.5 | C | 0.61 | 21.7 | C | 0.63 | 23.5 | C |
| | **Overall** | **Intersection** | - | | **32.8** | **C** | | **35.7** | **D** | | **34.9** | **C** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | |
| Tremont Avenue | | EB | L | 0.49 | 46.7 | D | 0.50 | 47.2 | D | 0.48 | 45.2 | D |
| | | | TR | 0.76 | 61.4 | E | 0.79 | 64.3 | E | 0.77 | 60.3 | E |
| | | WB | L | 0.59 | 54.2 | D | 0.60 | 55.6 | E | 0.57 | 52.4 | D |
| | | | TR | 0.68 | 56.5 | E | 0.70 | 57.6 | E | 0.67 | 54.4 | D |
| Grand Concourse Mainline | | NB | L | 0.58 | 67.9 | E | 0.59 | 68.7 | E | 0.59 | 68.7 | E |
| | | | T | 0.46 | 22.8 | C | 0.47 | 22.9 | C | 0.48 | 23.6 | C |
| | | SB | L | 0.66 | 69.5 | E | 0.66 | 69.5 | E | 0.66 | 69.5 | E |
| | | | T | 0.34 | 21.0 | C | 0.35 | 21.0 | C | 0.35 | 21.7 | C |
| Grand Concourse Service Road | | NB | TR | 0.79 | 38.1 | D | 0.79 | 37.7 | D | 0.80 | 39.5 | D |
| | | SB | TR | 0.46 | 24.2 | C | 0.46 | 24.3 | C | 0.47 | 25.1 | C |
| | **Overall** | **Intersection** | - | | **42.6** | **D** | | **43.4** | **D** | | **42.8** | **D** |
| **River Avenue and 167th Street** | | | | | | | | | | | | |
| E. 167th Street | | EB | LTR | 0.68 | 21.5 | C | 0.76 | 25.0 | C | 0.79 | 28.6 | C |
| | | WB | LTR | 0.69 | 22.3 | C | 0.70 | 22.7 | C | 0.74 | 25.6 | C |
| River Avenue | | NB | LTR | 1.07 | 112.6 | F | 1.17 | 146.0 | F | 1.08 | 112.8 | F |
| | | SB | LTR | 0.46 | 31.8 | C | 0.47 | 32.1 | C | 0.43 | 29.2 | C |
| | **Overall** | **Intersection** | - | | **40.5** | **D** | | **48.6** | **D** | | **44.2** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | |
| Mt. Eden Avenue | | EB | LTR | 1.09 | 123.2 | F | 1.12 | 135.8 | F | 1.08 | 118.9 | F |
| | | WB | LTR | 1.14 | 141.2 | F | 1.17 | 152.0 | F | 1.14 | 137.2 | F |
| Grand Concourse Mainline | | NB | L | 0.53 | 66.7 | E | 0.63 | 73.5 | E | 0.53 | 63.0 | E |
| | | | T | 0.46 | 25.8 | C | 0.47 | 25.9 | C | 0.50 | 28.3 | C |
| | | SB | L | 0.47 | 60.3 | E | 0.47 | 60.3 | E | 0.40 | 55.2 | E |
| | | | T | 0.41 | 24.9 | C | 0.42 | 25.1 | C | 0.45 | 27.4 | C |
| Grand Concourse Service Road | | NB | TR | 0.64 | 32.8 | C | 0.64 | 33.0 | C | 0.68 | 36.9 | D |
| | | SB | TR | 0.62 | 32.2 | C | 0.63 | 32.8 | C | 0.67 | 36.6 | D |
| | **Overall** | **Intersection** | - | | **79.3** | **E** | | **85.4** | **F** | | **80.0** | **E** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | |
| 167th Street | | EB | L | 0.71 | 62.6 | E | 0.71 | 63.3 | E | 0.49 | 39.1 | D |
| | | | TR | 1.15 | 144.4 | F | 1.33 | 213.4 | F | 1.16 | 140.7 | F |
| | | WB | L | 0.05 | 29.9 | C | 0.06 | 30.2 | C | 0.05 | 26.4 | C |
| | | | TR | 1.10 | 121.9 | F | 1.10 | 124.2 | F | 0.89 | 62.6 | E |
| Grand Concourse Mainline | | NB | T | 0.44 | 26.1 | C | 0.46 | 26.5 | C | 0.52 | 30.6 | C |
| | | SB | L | 0.42 | 62.0 | E | 0.42 | 62.0 | E | 0.40 | 60.7 | E |
| | | | T | 0.35 | 24.6 | C | 0.36 | 24.8 | C | 0.41 | 28.7 | C |
| Grand Concourse Service Road | | NB | TR | 0.63 | 33.7 | C | 0.65 | 34.4 | C | 0.73 | 42.1 | D |
| | | SB | TR | 0.43 | 27.7 | C | 0.44 | 27.9 | C | 0.50 | 32.7 | C |
| | **Overall** | **Intersection** | - | | **84.5** | **F** | | **105.6** | **F** | | **68.9** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | | EB | LTR | 0.34 | 35.3 | D | 0.35 | 35.4 | D | 0.31 | 31.7 | C |
| | | WB | LTR | 0.83 | 55.0 | D | 0.98 | 80.7 | F | 0.86 | 56.2 | E |
| Edward L. Grant Highway | | NB | LTR | 0.25 | 10.4 | B | 0.26 | 10.4 | B | 0.27 | 12.4 | B |
| | | SB | LTR | 0.46 | 13.0 | B | 0.50 | 13.7 | B | 0.53 | 16.3 | B |
| | **Overall** | **Intersection** | - | | **25.4** | **C** | | **32.2** | **C** | | **27.1** | **C** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | | EB | LT | 1.04 | 78.8 | E | 1.14 | 114.3 | F | - | - | - |
| | | | L | - | - | - | - | - | - | 0.60 | 26.7 | C |
| | | | T | - | - | - | - | - | - | 0.32 | 16.7 | B |
| | | WB | TR | 0.40 | 17.9 | B | 0.47 | 19.3 | B | 0.47 | 19.3 | B |
| Inwood Avenue | | NB | LTR | 0.70 | 39.1 | D | 0.68 | 38.1 | D | 0.68 | 38.1 | D |
| | **Overall** | **Intersection** | - | | **50.4** | **D** | | **64.1** | **E** | | **24.9** | **C** |

## 2026 RWCDS Action PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 1.00 | 66.5 | E | 1.00 | 66.5 | E | 1.00 | 66.5 | E |
| | WB | LTR | 0.81 | 39.6 | D | 0.81 | 39.6 | D | 0.81 | 39.6 | D |
| Jerome Avenue | NB | LTR | 1.34 | 206.1 | F | 1.47 | 260.8 | F | 1.47 | 260.8 | F |
| | SB | LT | 0.65 | 36.3 | D | 0.72 | 39.5 | D | 0.72 | 39.5 | D |
| | | R | 0.29 | 26.9 | C | 0.29 | 26.9 | C | 0.29 | 26.9 | C |
| **Overall Intersection** | | - | | **82.3** | **F** | | **95.3** | **F** | | **95.3** | **F** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.86 | 22.4 | C | 0.86 | 22.4 | C | 0.86 | 22.4 | C |
| | WB | LTR | 0.72 | 15.4 | B | 0.72 | 15.4 | B | 0.72 | 15.4 | B |
| Jerome Avenue | NB | LTR | 1.21 | 163.1 | F | 1.66 | 355.4 | F | 1.66 | 355.4 | F |
| | SB | LTR | 1.34 | 222.4 | F | 1.38 | 239.5 | F | 1.38 | 239.5 | F |
| **Overall Intersection** | | - | | **59.2** | **E** | | **93.9** | **F** | 0.00 | **93.9** | **F** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.85 | 42.9 | D | 0.88 | 47.8 | D | 0.88 | 47.8 | D |
| | WB | LTR | 0.85 | 43.3 | D | 0.93 | 53.5 | D | 0.93 | 53.5 | D |
| Jerome Avenue | NB | LTR | 0.63 | 29.5 | C | 0.68 | 31.2 | C | 0.68 | 31.2 | C |
| | SB | LTR | 0.79 | 38.3 | D | 0.95 | 59.4 | E | 0.95 | 59.4 | E |
| **Overall Intersection** | | - | | **39.0** | **D** | | **48.7** | **D** | | **48.7** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.23 | 154.6 | F | 1.31 | 188.4 | F | 1.21 | 146.1 | F |
| | WB | LTR | 1.27 | 173.2 | F | 1.31 | 189.1 | F | 1.22 | 147.5 | F |
| Jerome Avenue | NB | LTR | 0.43 | 25.8 | C | 0.48 | 26.9 | C | 0.52 | 29.8 | C |
| | SB | LTR | 0.62 | 30.3 | C | 0.73 | 34.4 | C | 0.78 | 39.4 | D |
| **Overall Intersection** | | - | | **105.4** | **F** | | **117.3** | **F** | | **96.3** | **F** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.15 | 161.6 | F | 1.24 | 193.6 | F | 1.13 | 151.0 | F |
| | | TR | 0.79 | 48.6 | D | 0.79 | 48.6 | D | 0.76 | 44.6 | D |
| | WB | LTR | 1.07 | 86.8 | F | 1.07 | 89.1 | F | 1.03 | 74.6 | E |
| Jerome Avenue | NB | LTR | 0.43 | 10.0 | B | 0.47 | 10.4 | B | 0.48 | 11.0 | B |
| | SB | LTR | 0.46 | 10.5 | B | 0.50 | 10.9 | B | 0.51 | 11.6 | B |
| **Overall Intersection** | | - | | **41.6** | **D** | | **43.0** | **D** | | **37.3** | **D** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.28 | 16.4 | B | 0.30 | 16.5 | B | 0.31 | 17.8 | B |
| | | R | 0.28 | 16.8 | B | 0.29 | 16.9 | B | 0.31 | 18.4 | B |
| Jerome Avenue | NB | T | 0.25 | 16.0 | B | 0.28 | 16.2 | B | 0.26 | 15.0 | B |
| | | R | 0.63 | 2.5 | A | 0.66 | 2.8 | A | 0.65 | 2.7 | A |
| | SB | DefL | 0.85 | 45.2 | D | 0.94 | 60.5 | E | 0.88 | 47.3 | D |
| | | T | 0.51 | 20.8 | C | 0.58 | 22.4 | C | 0.55 | **20.3** | C |
| **Overall Intersection** | | - | | **15.9** | **B** | | **18.1** | **B** | | **16.4** | **B** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.66 | 26.3 | C | 0.68 | 27.0 | C | 0.72 | 29.9 | C |
| Jerome Avenue | NB | TR | 0.77 | 34.4 | C | 0.82 | 36.7 | D | 0.79 | 34.4 | C |
| | SB | DefL | 1.01 | 81.4 | F | 1.09 | 106.9 | F | 1.01 | 81.1 | F |
| | | T | 0.34 | 16.3 | B | 0.40 | 17.1 | B | 0.38 | 15.6 | B |
| **Overall Intersection** | | - | | **39.4** | **D** | | **45.3** | **D** | | **39.7** | **D** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.69 | 41.6 | D | 0.80 | 48.8 | D | 0.77 | 44.8 | D |
| | | R | 0.48 | 34.7 | C | 0.48 | 34.7 | C | 0.46 | 33.2 | C |
| Macombs Dam Bridge | NB | T | 0.44 | 26.1 | C | 0.44 | 26.2 | C | 0.46 | 27.1 | C |
| | SB | T | 0.54 | 27.8 | C | 0.56 | 28.2 | C | 0.58 | 29.3 | C |
| | **Overall Intersection** | - | | **30.6** | **C** | | **32.6** | **C** | | **32.3** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.74 | 39.5 | D | 0.76 | 40.4 | D | 0.66 | 31.9 | C |
| | WB | LTR | 1.01 | 78.8 | E | 1.17 | 133.6 | F | 1.01 | 73.7 | E |
| Jerome Avenue | NB | LTR | 0.39 | 13.7 | B | 0.40 | 13.8 | B | 0.44 | 16.6 | B |
| | SB | LTR | 0.19 | 11.7 | B | 0.26 | 12.3 | B | 0.28 | 14.8 | B |
| | **Overall Intersection** | - | | **36.0** | **D** | | **51.6** | **D** | | **34.9** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.55 | 32.6 | C | 0.59 | 33.6 | C | 0.59 | 33.6 | C |
| | | R | 1.34 | 228.3 | F | 1.55 | 314.2 | F | 1.55 | 314.2 | F |
| 167th Street | WB | L | 0.52 | 32.9 | C | 0.52 | 32.9 | C | 0.52 | 32.9 | C |
| | | T | 0.78 | 42.6 | D | 0.79 | 43.2 | D | 0.79 | 43.2 | D |
| | | R | | 29.2 | C | | 29.4 | C | | 29.4 | C |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - |
| | | DefL | 1.28 | 191.3 | F | 1.55 | 301.6 | F | 1.55 | 301.6 | F |
| | | TR | 0.77 | 43.2 | D | 0.79 | 45.0 | D | 0.79 | 45.0 | D |
| | SB | LTR | 0.50 | 28.3 | C | 0.52 | 28.8 | C | 0.52 | 28.8 | C |
| Cromwell Avenue | NE-B | R | 0.13 | 25.1 | C | 0.15 | 25.3 | C | 0.15 | 25.3 | C |
| | **Overall Intersection** | - | | **70.6** | **E** | | **95.5** | **F** | | **95.5** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.83 | 29.5 | C | 0.88 | 34.9 | C | 0.88 | 34.9 | C |
| | WB | LTR | 0.90 | 37.4 | D | 0.91 | 38.9 | D | 0.91 | 38.9 | D |
| River Avenue | NB | LTR | 1.00 | 90.5 | F | 1.08 | 113.5 | F | 1.08 | 113.5 | F |
| | SB | LTR | 0.40 | 30.1 | C | 0.40 | 30.3 | C | 0.40 | 30.3 | C |
| | **Overall Intersection** | - | | **42.5** | **D** | | **48.9** | **D** | 0.00 | **48.9** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 1.04 | 84.0 | F | 1.07 | 93.0 | F | 1.03 | 81.1 | F |
| Jerome Avenue | NB | TR | 0.42 | 12.9 | B | 0.45 | 13.3 | B | 0.46 | 13.9 | B |
| | SB | LT | 0.59 | 16.1 | B | 0.62 | 16.7 | B | 0.64 | 17.7 | B |
| | **Overall Intersection** | - | | **31.2** | **C** | | **33.4** | **C** | | **31.2** | **C** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | |
| 176th Street | EB | LTR | 1.05 | 116.6 | F | 1.10 | 132.7 | F | 1.06 | 118.0 | F |
| | WB | LTR | 0.58 | 47.5 | D | 0.62 | 49.6 | D | 0.60 | 47.4 | D |
| Grand Concourse Mainline | NB | T | 0.78 | 31.3 | C | 0.78 | 31.6 | C | 0.80 | 32.8 | C |
| | SB | L | 0.12 | 30.1 | C | 0.12 | 30.4 | C | 0.12 | 31.6 | C |
| | | T | 0.40 | 14.2 | B | 0.51 | 24.3 | C | 0.52 | 25.0 | C |
| Grand Concourse Service Road | NB | TR | 0.62 | 29.2 | C | 0.62 | 29.3 | C | 0.63 | 30.4 | C |
| | SB | TR | 0.52 | 17.4 | B | 0.67 | 31.0 | C | 0.68 | 32.2 | C |
| | **Overall Intersection** | - | | **45.1** | **D** | | **54.1** | **D** | | **51.5** | **D** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.73 | 51.0 | D | 0.79 | 55.3 | E | 0.79 | 55.3 | E |
| | WB | LTR | 0.61 | 43.6 | D | 0.65 | 45.3 | D | 0.65 | 45.3 | D |
| Grand Concourse Mainline | NB | L | 0.44 | 60.7 | E | 0.46 | 61.5 | E | 0.46 | 61.5 | E |
| | | T | 0.75 | 28.9 | C | 0.75 | 28.9 | C | 0.75 | 28.9 | C |
| | SB | L | 0.42 | 59.7 | E | 0.42 | 59.7 | E | 0.42 | 59.7 | E |
| | | T | 0.54 | 23.5 | C | 0.54 | 23.5 | C | 0.54 | 23.5 | C |
| Grand Concourse Service Road | NB | TR | 1.05 | 80.7 | F | 1.05 | 80.7 | F | 1.05 | 80.7 | F |
| | SB | TR | 0.69 | 30.8 | C | 0.69 | 30.9 | C | 0.69 | 30.9 | C |
| | **Overall Intersection** | - | | **57.1** | E | | **57.8** | E | | **57.8** | E |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.77 | 67.1 | E | 0.79 | 69.5 | E | 0.79 | 69.5 | E |
| | | TR | 1.06 | 119.1 | F | 1.12 | 139.7 | F | 1.12 | 139.7 | F |
| | WB | L | 0.70 | 66.1 | E | 0.75 | 73.3 | E | 0.75 | 73.3 | E |
| | | TR | 0.74 | 61.2 | E | 0.77 | 63.9 | E | 0.77 | 63.9 | E |
| Grand Concourse Mainline | NB | L | 0.78 | 84.7 | F | 0.81 | 89.0 | F | 0.81 | 89.0 | F |
| | | T | 0.79 | 31.1 | C | 0.79 | 31.2 | C | 0.79 | 31.2 | C |
| | SB | L | 0.94 | 105.8 | F | 0.94 | 105.8 | F | 0.94 | 105.8 | F |
| | | T | 0.52 | 23.7 | C | 0.52 | 23.8 | C | 0.52 | 23.8 | C |
| Grand Concourse Service Road | NB | TR | 1.01 | 70.8 | E | 1.00 | 69.5 | E | 1.00 | 69.5 | E |
| | SB | TR | 0.50 | 25.2 | C | 0.51 | 25.3 | C | 0.51 | 25.3 | C |
| **Overall Intersection** | | **-** | | **67.8** | **E** | | **78.9** | **E** | | **72.3** | **E** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.03 | 103.6 | F | 1.05 | 110.3 | F | 1.05 | 110.3 | F |
| | WB | LTR | 1.20 | 163.5 | F | 1.23 | 175.9 | F | 1.23 | 175.9 | F |
| Grand Concourse Mainline | NB | L | 0.72 | 80.9 | F | 0.80 | 90.6 | F | 0.80 | 90.6 | F |
| | | T | 0.79 | 34.5 | C | 0.80 | 34.8 | C | 0.80 | 34.8 | C |
| | SB | L | 0.73 | 76.8 | E | 0.73 | 76.8 | E | 0.73 | 76.8 | E |
| | | T | 0.54 | 27.1 | C | 0.55 | 27.3 | C | 0.55 | 27.3 | C |
| Grand Concourse Service Road | NB | TR | 0.89 | 52.2 | D | 0.90 | 52.5 | D | 0.90 | 52.5 | D |
| | SB | TR | 0.62 | 32.3 | C | 0.63 | 32.7 | C | 0.63 | 32.7 | C |
| **Overall Intersection** | | **-** | | **82.3** | **F** | | **87.1** | **F** | | **87.1** | **F** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | | |
| 170th Street | EB | L | 0.38 | 35.2 | D | 0.42 | 36.8 | D | 0.43 | 38.2 | D |
| | | TR | 0.52 | 38.4 | D | 0.55 | 39.7 | D | 0.57 | 41.2 | D |
| | WB | L | 0.45 | 38.4 | D | 0.46 | 38.7 | D | 0.48 | 40.6 | D |
| | | TR | 0.5 | 34.9 | C | 0.54 | 37.0 | D | 0.55 | 38.3 | D |
| Grand Concourse Mainline | NB | L | 0.67 | 76.1 | E | 0.83 | 96.0 | F | 0.69 | 73.5 | E |
| | | T | 0.76 | 30.7 | C | 0.77 | 31.1 | C | 0.79 | 32.3 | C |
| | SB | L | 0.33 | 58.1 | E | 0.33 | 58.1 | E | 0.28 | 54.0 | D |
| | | T | 0.42 | 22.7 | C | 0.43 | 22.8 | C | 0.44 | 23.5 | C |
| Grand Concourse Service Road | NB | TR | 0.70 | 33.2 | C | 0.71 | 33.5 | C | 0.73 | 35.0 | C |
| | SB | TR | 0.66 | 31.3 | C | 0.67 | 31.6 | C | 0.68 | 32.9 | C |
| **Overall Intersection** | | **-** | | **34.0** | **C** | | **34.9** | **C** | | **36.3** | **D** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | |
| 167th Street | EB | L | 1.16 | 172.6 | F | 1.17 | 176.3 | F | 1.17 | 176.3 | F |
| | | TR | 1.00 | 95.3 | F | 1.12 | 131.6 | F | 1.12 | 131.6 | F |
| | WB | L | 0.06 | 30.7 | C | 0.07 | 30.9 | C | 0.07 | 30.9 | C |
| | | TR | 1.15 | 142.2 | F | 1.16 | 145.7 | F | 1.16 | 145.7 | F |
| Grand Concourse Mainline | NB | T | 0.70 | 31.3 | C | 0.73 | 32.0 | C | 0.73 | 32.0 | C |
| | SB | L | 0.95 | 126.0 | F | 0.93 | 121.5 | F | 0.93 | 121.5 | F |
| | | T | 0.42 | 25.2 | C | 0.44 | 25.3 | C | 0.44 | 25.3 | C |
| Grand Concourse Service Road | NB | TR | 0.69 | 35.8 | D | 0.71 | 36.4 | D | 0.71 | 36.4 | D |
| | SB | TR | 0.79 | 43.3 | D | 0.80 | 43.9 | D | 0.80 | 43.9 | D |
| **Overall Intersection** | | **-** | | **86.7** | **F** | | **95.6** | **F** | 0.00 | **95.6** | **F** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.75 | 52.0 | D | 0.77 | 53.2 | D | 0.70 | 46.3 | D |
| | WB | LTR | 0.95 | 72.0 | E | 1.03 | 91.8 | F | 0.97 | 74.5 | E |
| Edward L. Grant Highway | NB | LTR | 0.55 | 14.7 | B | 0.57 | 15.0 | B | 0.51 | 14.8 | B |
| | SB | LTR | 0.70 | 18.2 | B | 0.75 | 20.4 | C | - | - | - |
| | | DefL | - | - | - | - | - | - | 0.75 | 31.7 | C |
| | | TR | - | - | - | - | - | - | 0.73 | 21.6 | C |
| **Overall Intersection** | | **-** | | **32.1** | **C** | | **37.0** | **D** | | **34.2** | **C** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.13 | 109.4 | F | 1.28 | 169.4 | F | - | - | - |
| | | L | - | - | - | - | - | - | 0.72 | 34.2 | C |
| | | T | - | - | - | - | - | - | 0.32 | 15.4 | B |
| | WB | TR | 0.50 | 19.8 | B | 0.61 | 22.3 | C | 0.56 | 22.3 | C |
| Inwood Avenue | NB | LTR | 0.83 | 48.3 | D | 0.82 | 46.9 | D | 0.86 | 46.9 | D |
| **Overall Intersection** | | **-** | | **64.8** | **E** | | **86.4** | **F** | | **29.1** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.08 | 103.9 | F | 1.11 | 115.1 | F | 1.06 | 94.6 | F |
| | | R | 1.00 | 78.8 | E | 1.06 | 95.4 | F | 1.02 | 81.1 | F |
| University Avenue | NB | T | 0.48 | 10.5 | B | 0.49 | 10.5 | B | 0.92 | 43.8 | D |
| | SB | T | 0.22 | 8.1 | A | 0.23 | 8.2 | A | 0.43 | 25.3 | C |
| **Overall Intersection** | | **-** | | **38.1** | **D** | | **43.6** | **D** | | **55.4** | **E** |

# 2026 RWCDS Action Saturday Midday Mitigation

| INTERSECTION & APPROACH | | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | | |
| Kingsbridge Road | EB | | LTR | 0.95 | 50.8 | D | 0.95 | 50.8 | D | 0.95 | 50.8 | D |
| | WB | | LTR | 0.70 | 28.1 | C | 0.70 | 28.1 | C | 0.70 | 28.1 | C |
| Jerome Avenue | NB | | LTR | 0.85 | 44.8 | D | 0.99 | 69.6 | E | 0.99 | 69.6 | E |
| | SB | | LT | 0.62 | 29.7 | C | 0.71 | 33.6 | C | 0.71 | 33.6 | C |
| | | | R | 0.26 | 22.3 | C | 0.26 | 22.3 | C | 0.26 | 22.3 | C |
| **Overall** | **Intersection** | | - | | **38.5** | **D** | | **43.7** | **D** | | **43.7** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | | |
| Fordham Road | EB | | LTR | 0.66 | 17.5 | B | 0.66 | 17.5 | B | 0.73 | 23.3 | C |
| | WB | | LTR | 0.69 | 18.8 | B | 0.69 | 18.8 | B | 0.78 | 25.7 | C |
| Jerome Avenue | NB | | LTR | 0.99 | 84.9 | F | 1.23 | 166.0 | F | 1.00 | 81.5 | F |
| | SB | | LTR | 0.91 | 68.3 | E | 1.01 | 90.8 | F | 0.83 | 50.6 | D |
| **Overall** | **Intersection** | | - | | **33.5** | **C** | | **50.7** | **D** | | **36.8** | **D** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | | |
| Burnside Avenue | EB | | LTR | 0.70 | 32.8 | C | 0.72 | 33.9 | C | 0.72 | 33.9 | C |
| | WB | | LTR | 0.82 | 40.2 | D | 0.86 | 45.2 | D | 0.86 | 45.2 | D |
| Jerome Avenue | NB | | LTR | 0.60 | 28.5 | C | 0.65 | 30.0 | C | 0.65 | 30.0 | C |
| | SB | | LTR | 0.73 | 34.0 | C | 0.89 | 48.5 | D | 0.89 | 48.5 | D |
| **Overall** | **Intersection** | | - | | **34.1** | **C** | | **39.9** | **D** | | **39.9** | **D** |
| **Jermoe Avenue and Tremont Avenue** | | | | | | | | | | | | |
| Termont Avenue | EB | | LTR | 1.09 | 102.7 | F | 1.14 | 119.3 | F | 1.06 | 88.3 | F |
| | WB | | LTR | 1.03 | 83.2 | F | 1.10 | 106.8 | F | 1.03 | 78.7 | E |
| Jerome Avenue | NB | | LTR | 0.62 | 30.2 | C | 0.70 | 33.3 | C | 0.75 | 37.8 | D |
| | SB | | LTR | 0.41 | 25.4 | C | 0.52 | 27.5 | C | 0.56 | 30.5 | C |
| **Overall** | **Intersection** | | - | | **62.5** | **E** | | **72.5** | **E** | | **59.4** | **E** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | | |
| Featherbed Lane | EB | | DefL | 1.21 | 180.4 | F | 1.21 | 204.1 | F | 1.19 | 169.4 | F |
| | | | TR | 0.81 | 49.3 | D | 0.81 | 49.3 | D | 0.78 | 45.3 | D |
| | WB | | LTR | 0.94 | 54.8 | D | 0.95 | 55.9 | E | 0.91 | 48.6 | D |
| Jerome Avenue | NB | | LTR | 0.51 | 10.9 | B | 0.54 | 11.3 | B | 0.55 | 12.0 | B |
| | SB | | LTR | 0.45 | 10.3 | B | 0.48 | 10.6 | B | 0.49 | 11.2 | B |
| **Overall** | **Intersection** | | - | | **33.8** | **C** | | **35.2** | **D** | | **31.7** | **C** |
| **Jerome Avenue and SB I-95 Ramps** | | | | | | | | | | | | |
| SB I-95 Ramps | WB | | L | 0.26 | 16.1 | B | 0.26 | 16.1 | B | 0.27 | 16.8 | B |
| | | | R | 0.24 | 16.3 | B | 0.25 | 16.4 | B | 0.26 | 17.1 | B |
| Jerome Avenue | NB | | T | 0.31 | 16.6 | B | 0.33 | 16.8 | B | 0.32 | 16.2 | B |
| | | | R | 0.65 | 2.7 | A | 0.68 | 3.0 | A | 0.67 | 3.0 | A |
| | SB | | DefL | 0.76 | 37.5 | D | 0.84 | 46.2 | D | 0.81 | 41.7 | D |
| | | | LT | 0.52 | 20.9 | C | 0.57 | 22.1 | C | 0.55 | 21.0 | C |
| **Overall** | **Intersection** | | - | | **14.6** | **B** | | **15.8** | **B** | | **15.2** | **B** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | | L | 0.76 | 30.1 | C | 0.77 | 30.6 | C | 0.79 | 32.6 | C |
| Jerome Avenue | NB | | TR | 0.81 | 36.2 | D | 0.88 | 40.9 | D | 0.88 | 40.9 | D |
| | SB | | DefL | 0.99 | 78.3 | E | 1.02 | 86.6 | F | 0.97 | 72.1 | E |
| | | | T | 0.38 | 16.8 | B | 0.41 | 17.3 | B | 0.40 | 16.6 | B |
| **Overall** | **Intersection** | | - | | **39.3** | **D** | | **42.5** | **D** | | **40.3** | **D** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.71 | 37.2 | D | 0.74 | 38.9 | D | 0.66 | 32.7 | C |
| | WB | LTR | 1.00 | 77.2 | E | 1.12 | 113.6 | F | 1.00 | 73.9 | E |
| Jerome Avenue | NB | LTR | 0.39 | 13.7 | B | 0.40 | 13.9 | B | 0.43 | 16.0 | B |
| | SB | LTR | 0.22 | 11.9 | B | 0.28 | 12.5 | B | 0.30 | 14.3 | B |
| | **Overall** | **Intersection** | **-** | | **34.3** | **C** | | **44.3** | **D** | | **33.9** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.45 | 30.8 | C | 0.50 | 31.5 | C | 0.50 | 31.5 | C |
| | | R | 1.34 | 221.9 | F | 1.58 | 325.0 | F | 1.58 | 325.0 | F |
| 167th Street | WB | L | 0.45 | 30.8 | C | 0.45 | 30.9 | C | 0.45 | 30.9 | C |
| | | T | 0.58 | 33.3 | C | 0.59 | 33.4 | C | 0.59 | 33.4 | C |
| | | R | 0.28 | 29.9 | C | 0.28 | 30.1 | C | 0.28 | 30.1 | C |
| Jerome Avenue | NB | LTR | 0.88 | 46.9 | D | - | - | - | - | - | - |
| | | DefL | - | - | - | 0.87 | 61.7 | E | 0.87 | 61.7 | E |
| | | TR | - | - | - | 0.90 | 58.4 | E | 0.90 | 58.4 | E |
| | SB | LTR | 0.53 | 29.2 | C | 0.51 | 28.6 | C | 0.51 | 28.6 | C |
| Cromwell Avenue | NE-B | R | 0.15 | 25.4 | C | 0.17 | 25.7 | C | 0.17 | 25.7 | C |
| | **Overall** | **Intersection** | **-** | | **67.0** | **E** | | **87.5** | **F** | | **87.5** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.76 | 24.8 | C | 0.82 | 28.5 | C | 0.86 | 33.5 | C |
| | WB | LTR | 0.75 | 24.2 | C | 0.75 | 24.7 | C | 0.78 | 27.9 | C |
| River Avenue | NB | LTR | 1.14 | 130.4 | F | 1.25 | 174.4 | F | 1.14 | 127.6 | F |
| | SB | LTR | 0.55 | 34.5 | C | 0.57 | 35.4 | D | 0.51 | 31.4 | C |
| | **Overall** | **Intersection** | **-** | | **47.0** | **D** | | **57.7** | **E** | | **50.6** | **D** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.83 | 57.4 | E | 0.87 | 61.7 | E | 0.87 | 61.7 | E |
| | WB | LTR | 0.73 | 52.9 | D | 0.78 | 56.3 | E | 0.78 | 56.3 | E |
| Grand Concourse Mainline | NB | L | 0.55 | 65.3 | E | 0.58 | 67.1 | E | 0.58 | 67.1 | E |
| | | T | 0.49 | 22.6 | C | 0.49 | 22.6 | C | 0.49 | 22.6 | C |
| | SB | L | 0.65 | 72.0 | E | 0.65 | 72.0 | E | 0.65 | 72.0 | E |
| | | T | 0.51 | 23.1 | C | 0.52 | 23.1 | C | 0.52 | 23.1 | C |
| Grand Concourse Service Road | NB | TR | 0.87 | 43.1 | D | 0.87 | 43.5 | D | 0.87 | 43.5 | D |
| | SB | TR | 0.59 | 27.2 | C | 0.59 | 27.2 | C | 0.59 | 27.2 | C |
| | **Overall** | **Intersection** | **-** | | **43.7** | **D** | | **45.6** | **D** | | **45.6** | **D** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.74 | 67.5 | E | 0.78 | 72.5 | E | 0.70 | 60.2 | E |
| | | TR | 0.94 | 88.5 | F | 1.02 | 108.5 | F | 0.95 | 86.2 | F |
| | WB | L | 0.29 | 41.0 | D | 0.31 | 42.1 | D | 0.28 | 39.1 | D |
| | | TR | 0.86 | 72.3 | E | 0.91 | 79.9 | E | 0.84 | 67.0 | E |
| Grand Concourse Mainline | NB | L | 0.72 | 78.1 | E | 0.77 | 83.1 | F | 0.70 | 74.0 | E |
| | | T | 0.50 | 23.4 | C | 0.50 | 23.5 | C | 0.53 | 25.8 | C |
| | SB | L | 0.92 | 102.1 | F | 0.92 | 102.1 | F | 0.86 | 87.5 | F |
| | | T | 0.45 | 22.5 | C | 0.45 | 22.6 | C | 0.48 | 24.9 | C |
| Grand Concourse Service Road | NB | TR | 0.71 | 32.7 | C | 0.73 | 33.7 | C | 0.78 | 38.7 | D |
| | SB | TR | 0.43 | 23.4 | C | 0.43 | 23.5 | C | 0.46 | 25.9 | C |
| | **Overall** | **Intersection** | **-** | | **50.8** | **D** | | **62.9** | **E** | | **51.8** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 0.86 | 65.2 | E | 0.88 | 68.6 | E | 0.85 | 62.5 | E |
| | WB | LTR | 1.06 | 114.1 | F | 1.09 | 124.5 | F | 1.05 | 110.2 | F |
| Grand Concourse Mainline | NB | L | 0.66 | 75.6 | E | 0.72 | 81.0 | F | 0.66 | 72.4 | E |
| | | T | 0.52 | 26.8 | C | 0.52 | 26.9 | C | 0.55 | 28.6 | C |
| | SB | L | 0.63 | 68.5 | E | 0.63 | 68.5 | E | 0.58 | 63.8 | E |
| | | T | 0.47 | 25.8 | C | 0.48 | 26.1 | C | 0.50 | 27.7 | C |
| Grand Concourse Service Road | NB | TR | 0.50 | 28.3 | C | 0.51 | 28.5 | C | 0.53 | 30.4 | C |
| | SB | TR | 0.59 | 31.3 | C | 0.60 | 31.7 | C | 0.63 | 34.1 | C |
| | **Overall** | **Intersection** | **-** | | **58.1** | **E** | | **61.8** | **E** | | **58.1** | **E** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Concourse and 170th Street** | | | | | | | | | | | | |
| 170th Street | EB | L | 0.46 | 37.6 | D | 0.49 | 39.1 | D | 0.49 | 39.1 | D |
| | | TR | 0.39 | 34.0 | C | 0.47 | 36.4 | D | 0.47 | 36.4 | D |
| | WB | L | 0.47 | 38.4 | D | 0.48 | 39.3 | D | 0.48 | 39.3 | D |
| | | TR | 0.45 | 34.5 | C | 0.50 | 35.9 | D | 0.50 | 35.9 | D |
| Grand Concourse Mainline | NB | L | 0.47 | 63.4 | E | 0.59 | 70.2 | E | 0.54 | 64.9 | E |
| | | T | 0.56 | 25.1 | C | 0.57 | 25.3 | C | 0.58 | 26.2 | C |
| | SB | L | 0.27 | 56.3 | E | 0.27 | 56.3 | E | 0.25 | 54.4 | D |
| | | T | 0.39 | 22.1 | C | 0.40 | 22.3 | C | 0.40 | 23.0 | C |
| Grand Concourse Service Road | NB | TR | 0.66 | 31.3 | C | 0.67 | 31.7 | C | 0.69 | 32.9 | C |
| | SB | TR | 0.64 | 30.3 | C | 0.65 | 30.8 | C | 0.66 | 32.0 | C |
| **Overall** | **Intersection** | **-** | | **32.9** | **C** | | **33.9** | **C** | | **34.6** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | |
| 167th Street | EB | L | 0.03 | 29.3 | C | 0.03 | 29.3 | C | 0.03 | 29.3 | C |
| | | TR | 1.04 | 104.4 | F | 1.15 | 141.8 | F | 1.15 | 141.8 | F |
| | WB | L | 0.76 | 67.3 | E | 0.83 | 80.5 | F | 0.83 | 80.5 | F |
| | | TR | 0.84 | 62.9 | E | 0.85 | 63.3 | E | 0.85 | 63.3 | E |
| Grand Concourse Mainline | NB | T | 0.56 | 28.3 | C | 0.59 | 28.8 | C | 0.59 | 28.8 | C |
| | SB | L | 0.83 | 106.4 | F | 0.81 | 102.8 | F | 0.81 | 102.8 | F |
| | | T | 0.37 | 24.9 | C | 0.39 | 25.1 | C | 0.39 | 25.1 | C |
| Grand Concourse Service Road | NB | TR | 0.77 | 41.0 | D | 0.78 | 42.1 | D | 0.78 | 42.1 | D |
| | SB | TR | 0.61 | 33.2 | C | 0.62 | 33.7 | C | 0.62 | 33.7 | C |
| **Overall** | **Intersection** | **-** | | **60.1** | **E** | | **71.5** | **E** | | **71.5** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.69 | 47.0 | D | 0.71 | 48.3 | D | 0.64 | 42.9 | D |
| | WB | LTR | 1.05 | 98.3 | F | 1.11 | 118.1 | F | 1.04 | 92.8 | F |
| Edward L. Grant Highway | NB | LTR | 0.32 | 11.0 | B | 0.33 | 11.1 | B | 0.34 | 12.1 | B |
| | SB | DefL | 0.72 | 25.4 | C | 0.82 | 34.9 | C | 0.85 | 40.6 | D |
| | | TR | 0.60 | 16.3 | B | 0.61 | 16.7 | B | 0.63 | 18.3 | B |
| **Overall** | **Intersection** | **-** | | **39.7** | **D** | | **45.8** | **D** | | **40.6** | **D** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.16 | 116.7 | F | 1.27 | 160.1 | F | 1.16 | 115.4 | F |
| | WB | TR | 0.47 | 19.1 | B | 0.54 | 20.4 | C | 0.51 | 18.6 | B |
| Inwood Avenue | NB | LTR | 0.56 | 33.0 | C | 0.58 | 33.6 | C | 0.63 | 37.2 | D |
| **Overall** | **Intersection** | **-** | | **68.7** | **E** | | **87.1** | **F** | | **66.8** | **E** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | | |
| W. 170th Street | EB | TR | 0.52 | 17.1 | B | 0.54 | 17.6 | B | 0.55 | 18.3 | B |
| | WB | LT | 0.36 | 14.7 | B | 0.51 | 17.5 | B | 0.53 | 18.6 | B |
| Cromwell Avenue | SB | LTR | 0.79 | 35.6 | D | 0.87 | 45.2 | D | 0.77 | 33.7 | C |
| **Overall** | **Intersection** | **-** | | **22.4** | **C** | | **26.1** | **C** | | **23.1** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.03 | 86.9 | F | 1.04 | 90.8 | F | 0.99 | 74.6 | E |
| | | R | 1.06 | 94.4 | F | 1.09 | 104.8 | F | 1.05 | 88.6 | F |
| University Avenue | NB | T | 0.39 | 9.5 | A | 0.40 | 9.5 | A | 0.81 | 35.8 | D |
| | SB | T | 0.22 | 8.1 | A | 0.23 | 8.2 | A | 0.47 | 27.2 | C |
| **Overall** | **Intersection** | **-** | | **40.4** | **D** | | **43.4** | **D** | | **51.7** | **D** |

## 2026 Lower Density Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | - | - | - | 0.68 | 28.1 | C | 1.00 | 66.5 | E | 0.95 | 50.8 | D |
| | WB | LTR | - | - | - | 0.63 | 26.4 | C | 0.81 | 39.6 | D | 0.70 | 28.1 | C |
| Jerome Avenue | NB | LTR | - | - | - | 1.26 | 167.2 | F | 1.46 | 254.9 | F | 0.97 | 64.5 | E |
| | SB | LT | - | - | - | 0.76 | 36.9 | D | 0.71 | 39.3 | D | 0.69 | 32.8 | C |
| | | R | - | - | - | 0.29 | 22.9 | C | 0.29 | 26.9 | C | 0.26 | 22.3 | C |
| **Overall Intersection** | | **-** | | **-** | - | | **58.1** | **E** | | **93.4** | **F** | | **42.6** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | | | | |
| Fordham Road | EB | LT | 0.82 | 23.1 | C | 0.61 | 14.9 | B | 0.86 | 22.4 | C | 0.66 | 17.5 | B |
| | WB | LTR | 0.76 | 19.7 | B | 0.52 | 13.4 | B | 0.72 | 15.4 | B | 0.69 | 18.8 | B |
| Jerome Avenue | NB | LTR | 1.16 | 146.4 | F | 1.24 | 161.4 | F | 1.49 | 284.8 | F | 1.20 | 156.6 | F |
| | SB | LTR | 1.07 | 116.3 | F | 1.06 | 93.7 | F | 1.41 | 250.9 | F | 0.99 | 86.7 | F |
| **Overall Intersection** | | **-** | | **47.9** | **D** | | **52.7** | **D** | | **83.1** | **F** | | **48.3** | **D** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | - | - | - | 0.79 | 39.6 | D | 0.89 | 48.2 | D | 0.72 | 33.9 | C |
| | WB | LTR | - | - | - | 0.83 | 41.3 | D | 0.94 | 57.0 | E | 0.86 | 45.2 | D |
| Jerome Avenue | NB | LTR | - | - | - | 0.72 | 33.6 | C | 0.67 | 31.1 | C | 0.65 | 30.0 | C |
| | SB | LTR | - | - | - | 0.89 | 48.5 | D | 0.91 | 51.7 | D | 0.89 | 48.2 | D |
| **Overall Intersection** | | **-** | | **-** | **-** | | **41.1** | **D** | | **47.8** | **D** | | **39.9** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.09 | 101.9 | F | 1.07 | 96.4 | F | 1.26 | 166.5 | F | 1.12 | 113.1 | F |
| | WB | LTR | 0.98 | 70.0 | E | 0.85 | 46.9 | D | 1.31 | 190.3 | F | 1.09 | 101.1 | F |
| Jerome Avenue | NB | LTR | 0.41 | 25.4 | C | 0.50 | 27.1 | C | 0.47 | 26.6 | C | 0.68 | 32.4 | C |
| | SB | LTR | 0.65 | 31.4 | C | 0.68 | 32.5 | C | 0.71 | 33.7 | C | 0.51 | 27.4 | C |
| **Overall Intersection** | | **-** | | **58.6** | **E** | | **50.6** | **D** | | **111.7** | **F** | | **69.4** | **E** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | - | - | - | - | - | - | 0.29 | 16.5 | B | 0.26 | 16.1 | B |
| | | R | - | - | - | - | - | - | 0.30 | 17.0 | B | 0.25 | 16.4 | B |
| Jerome Avenue | NB | T | - | - | - | - | - | - | 0.27 | 16.2 | B | 0.33 | 16.8 | B |
| | | R | - | - | - | - | - | - | 0.65 | 2.7 | A | 0.67 | 2.9 | A |
| | SB | DefL | - | - | - | - | - | - | 0.91 | 55.0 | D | 0.82 | 44.5 | D |
| | | T | - | - | - | - | - | - | 0.57 | 22.1 | C | 0.56 | 21.8 | C |
| **Overall Intersection** | | **-** | | **-** | - | | **-** | - | | **17.4** | **B** | | **15.5** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.12 | 155.9 | F | 1.07 | 129.8 | F | 1.21 | 184.0 | F | 1.26 | 198.1 | F |
| | | TR | 0.89 | 62.1 | E | 0.78 | 47.7 | D | 0.79 | 48.6 | D | 0.81 | 49.3 | D |
| | WB | LTR | 1.10 | 99.2 | F | 1.07 | 91.9 | F | 1.07 | 89.1 | F | 0.94 | 54.8 | D |
| Jerome Avenue | NB | LTR | 0.52 | 11.0 | B | 0.50 | 10.8 | B | 0.46 | 10.3 | B | 0.54 | 11.2 | B |
| | SB | LTR | 0.74 | 16.0 | B | 0.53 | 11.3 | B | 0.49 | 10.8 | B | 0.47 | 10.5 | B |
| **Overall Intersection** | | **-** | | **42.7** | **D** | | **38.4** | **D** | | **42.6** | **D** | | **34.6** | **C** |

## 2026 Lower Density Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.75 | 29.5 | C | 0.65 | 25.9 | C | 0.68 | 27.0 | C | 0.77 | 30.6 | C |
| Jerome Avenue | NB | TR | 0.72 | 32.9 | C | 0.71 | 32.6 | C | 0.81 | 36.1 | D | 0.87 | 39.8 | D |
| | SB | DefL | 1.11 | 109.9 | F | 0.92 | 60.2 | E | 1.07 | 98.6 | F | 1.02 | 85.8 | F |
| | | T | 0.46 | 18.2 | B | 0.43 | 17.6 | B | 0.39 | 17.0 | B | 0.41 | 17.2 | B |
| **Overall Intersection** | | **-** | | **46.7** | **D** | | **33.7** | **C** | | **43.3** | **D** | | **41.9** | **D** |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.26 | 22.6 | C | - | - | - | 0.28 | 23.0 | C | 0.28 | 22.9 | C |
| Jerome Avenue | NB | LT | 0.45 | 13.5 | B | - | - | - | 0.46 | 13.7 | B | 0.45 | 13.5 | B |
| | SB | TR | 0.26 | 11.3 | B | - | - | - | 0.23 | 11.0 | B | 0.24 | 11.1 | B |
| **Overall Intersection** | | **-** | | **13.6** | **B** | | **-** | - | | **13.9** | **B** | | **13.8** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.88 | 64.9 | E | 0.98 | 84.4 | F | 0.79 | 47.7 | D | - | - | - |
| | | R | 0.85 | 63.1 | E | 0.67 | 47.9 | D | 0.48 | 34.7 | C | - | - | - |
| Macombs Dam Bridge | NB | T | 0.21 | 20.0 | B | 0.31 | 21.1 | C | 0.44 | 26.2 | C | - | - | - |
| | SB | T | 0.54 | 24.5 | C | 0.50 | 23.8 | C | 0.55 | 28.1 | C | - | - | - |
| **Overall Intersection** | | **-** | | **37.6** | **D** | | **-** | **-** | | **32.3** | **C** | | **-** | **-** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.92 | 57.5 | E | 0.66 | 35.4 | D | 0.74 | 39.5 | D | 0.73 | 38.4 | D |
| | WB | LTR | 1.08 | 98.0 | F | 0.96 | 67.3 | E | 1.12 | 112.1 | F | 1.09 | 104.4 | F |
| Jerome Avenue | NB | LTR | 0.34 | 13.2 | B | 0.38 | 13.6 | B | 0.40 | 13.8 | B | 0.40 | 13.9 | B |
| | SB | LTR | 0.26 | 12.3 | B | 0.25 | 12.3 | B | 0.24 | 12.2 | B | 0.26 | 12.4 | B |
| **Overall Intersection** | | **-** | | **46.2** | **D** | | **30.9** | **C** | | **45.4** | **D** | | **41.8** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.57 | 33.1 | C | 0.43 | 30.6 | C | 0.59 | 33.4 | C | 0.49 | 31.4 | C |
| | | R | 1.31 | 207.8 | F | 1.05 | 118.0 | F | 1.43 | 263.0 | F | 1.42 | 254.9 | F |
| 167th Street | WB | L | 0.52 | 32.5 | C | 0.43 | 30.6 | C | 0.52 | 32.6 | C | 0.45 | 30.7 | C |
| | | T | 0.68 | 37.5 | D | 0.59 | 33.7 | C | 0.79 | 43.2 | D | 0.59 | 33.4 | C |
| | | R | 0.08 | 8.3 | A | 0.24 | 10.4 | B | 0.24 | 29.4 | C | 0.28 | 30.1 | C |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - | - | - | - |
| | | DefL | 0.91 | 77.0 | E | 1.08 | 120.5 | F | 1.47 | 266.3 | F | 0.79 | 50.0 | D |
| | | TR | 0.82 | 49.4 | D | 0.79 | 44.6 | D | 0.79 | 44.3 | D | 0.86 | 50.8 | D |
| | SB | LTR | 0.57 | 29.7 | C | 0.67 | 32.8 | C | 0.52 | 28.7 | C | 0.50 | 28.4 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.7 | C | 0.11 | 24.8 | C | 0.15 | 25.3 | C | 0.17 | 25.7 | C |
| **Overall Intersection** | | **-** | | **67.5** | **E** | | **49.6** | **D** | | **85.6** | **F** | | **73.8** | E |

## 2026 Lower Density Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **River Avenue and 167th Street** | | | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | - | - | - | 0.76 | 24.9 | C | 0.88 | 34.6 | C | 0.81 | 28.2 | C |
| | WB | LTR | - | - | - | 0.70 | 22.5 | C | 0.91 | 38.7 | D | 0.75 | 24.6 | C |
| River Avenue | NB | LTR | - | - | - | 1.15 | 138.1 | F | 1.06 | 108.8 | F | 1.19 | 150.8 | F |
| | SB | LTR | - | - | - | 0.46 | 31.9 | C | 0.40 | 30.2 | C | 0.55 | 34.7 | C |
| **Overall Intersection** | | - | | **-** | - | | **47.0** | **D** | | **48.0** | **D** | | **52.6** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.97 | 67.7 | E | - | - | - | 1.07 | 93.0 | F | - | - | - |
| Jerome Avenue | NB | TR | 0.34 | 12.1 | B | - | - | - | 0.44 | 13.2 | B | - | - | - |
| | SB | LT | 0.75 | 20.3 | C | - | - | - | 0.62 | 16.6 | B | - | - | - |
| **Overall Intersection** | | - | | **28.6** | **C** | | **-** | - | | **33.4** | **C** | | **-** | **-** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.80 | 64.8 | E | 0.82 | 62.3 | E | 1.08 | 125.7 | F | - | - | - |
| | WB | LTR | 0.54 | 46.2 | D | 0.51 | 42.8 | D | 0.61 | 49.1 | D | - | - | - |
| Grand Concourse Mainline | NB | T | 0.41 | 22.6 | C | 0.55 | 26.9 | C | 0.79 | 31.6 | C | - | - | - |
| | SB | L | 0.24 | 21.8 | C | 0.06 | 20.3 | C | 0.43 | 37.3 | D | - | - | - |
| | | T | 0.65 | 18.4 | B | 0.31 | 14.6 | B | 0.40 | 14.2 | B | - | - | - |
| Grand Concourse Service Road | NB | TR | 0.46 | 24.7 | C | 0.57 | 29.5 | C | 0.63 | 29.3 | C | - | - | - |
| | SB | TR | 0.64 | 20.5 | C | 0.61 | 21.6 | C | 0.52 | 17.5 | B | - | - | - |
| **Overall Intersection** | | - | | **32.6** | **C** | | **34.7** | C | | **47.7** | **D** | | **-** | **-** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | - | - | - | - | - | - | 0.79 | 55.2 | E | 0.87 | 61.7 | E |
| | WB | LTR | - | - | - | - | - | - | 0.66 | 45.3 | D | 0.78 | 56.3 | E |
| Grand Concourse Mainline | NB | L | - | - | - | - | - | - | 0.47 | 61.8 | E | 0.58 | 67.1 | E |
| | | T | - | - | - | - | - | - | 0.75 | 29.0 | C | 0.49 | 22.6 | C |
| | SB | L | - | - | - | - | - | - | 0.42 | 59.7 | E | 0.65 | 72.0 | E |
| | | T | - | - | - | - | - | - | 0.54 | 23.5 | C | 0.52 | 23.1 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | - | - | - | 1.05 | 81.7 | F | 0.87 | 43.3 | D |
| | SB | TR | - | - | - | - | - | - | 0.69 | 30.8 | C | 0.60 | 27.3 | C |
| **Overall Intersection** | | - | | **-** | - | | **-** | - | | **58.2** | **E** | | **45.6** | **D** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.50 | 47.2 | D | 0.79 | 69.5 | E | 0.77 | 71.7 | E |
| | | TR | 1.47 | 258.6 | F | 0.79 | 64.3 | E | 1.12 | 137.2 | F | 1.02 | 108.5 | F |
| | WB | L | 0.65 | 68.1 | E | 0.60 | 55.6 | E | 0.74 | 72.4 | E | 0.31 | 42.1 | D |
| | | TR | 0.99 | 112.2 | F | 0.70 | 57.6 | E | 0.77 | 63.9 | E | 0.90 | 78.5 | E |
| Grand Concourse Mainline | NB | L | 0.44 | 60.9 | E | 0.59 | 68.3 | E | 0.81 | 89.0 | F | 0.77 | 83.1 | F |
| | | T | 0.42 | 22.1 | C | 0.47 | 22.9 | C | 0.79 | 31.3 | C | 0.50 | 23.5 | C |
| | SB | L | 1.00 | 120.8 | F | 0.66 | 69.5 | E | 0.94 | 105.8 | F | 0.92 | 102.1 | F |
| | | T | 0.86 | 35.3 | D | 0.35 | 21.0 | C | 0.52 | 23.7 | C | 0.45 | 22.6 | C |
| Grand Concourse Service Road | NB | TR | 0.77 | 38.1 | D | 0.79 | 37.7 | D | 1.00 | 69.9 | E | 0.72 | 32.9 | C |
| | SB | TR | 0.68 | 31.0 | C | 0.46 | 24.3 | C | 0.51 | 25.3 | C | 0.43 | 23.5 | C |
| **Overall Intersection** | | - | | **92.0** | **F** | | **43.4** | **D** | | **71.9** | **E** | | **56.9** | **E** |

## 2026 Lower Density Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | - | - | - | 1.13 | 136.3 | F | 1.04 | 108.3 | F | 0.88 | 67.6 | E |
| | WB | LTR | - | - | - | 1.18 | 152.7 | F | 1.22 | 172.8 | F | 1.08 | 122.2 | F |
| Grand Concourse Mainline | NB | L | - | - | - | 0.61 | 71.8 | E | 0.78 | 88.6 | F | 0.71 | 79.5 | E |
| | | T | - | - | - | 0.47 | 25.9 | C | 0.80 | 34.9 | C | 0.52 | 26.9 | C |
| | SB | L | - | - | - | 0.47 | 60.3 | E | 0.73 | 76.8 | E | 0.63 | 68.5 | E |
| | | T | - | - | - | 0.42 | 25.1 | C | 0.54 | 27.3 | C | 0.48 | 26.0 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 0.64 | 32.9 | C | 0.90 | 52.7 | D | 0.51 | 28.5 | C |
| | SB | TR | - | - | - | 0.63 | 32.5 | C | 0.63 | 32.5 | C | 0.60 | 31.7 | C |
| **Overall Intersection** | | **-** | | **-** | - | | **85.8** | **F** | | **86.0** | **F** | | **60.9** | **E** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | L | - | - | - | - | - | - | 0.41 | 36.5 | D | 0.48 | 38.8 | D |
| | | TR | - | - | - | - | - | - | 0.54 | 39.2 | D | 0.46 | 36.1 | D |
| | WB | L | - | - | - | - | - | - | 0.46 | 38.6 | D | 0.48 | 39.0 | D |
| | | TR | - | - | - | - | - | - | 0.53 | 36.8 | D | 0.49 | 35.6 | D |
| Grand Concourse Mainline | NB | L | - | - | - | - | - | - | 0.81 | 91.6 | F | 0.59 | 69.7 | E |
| | | T | - | - | - | - | - | - | 0.77 | 31.2 | C | 0.57 | 25.3 | C |
| | SB | L | - | - | - | - | - | - | 0.33 | 58.1 | E | 0.27 | 56.3 | E |
| | | T | - | - | - | - | - | - | 0.43 | 22.8 | C | 0.40 | 22.3 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | - | - | - | 0.71 | 33.5 | C | 0.67 | 31.7 | C |
| | SB | TR | - | - | - | - | - | - | 0.67 | 31.5 | C | 0.65 | 30.7 | C |
| **Overall Intersection** | | **-** | | **-** | - | | **-** | - | | **34.7** | **C** | | **33.7** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 63.3 | E | 1.17 | 176.3 | F | 0.03 | 29.3 | C |
| | | TR | 1.16 | 151.5 | F | 1.33 | 213.4 | F | 1.11 | 127.8 | F | 1.15 | 140.6 | F |
| | WB | L | 0.04 | 30.3 | C | 0.06 | 30.2 | C | 0.07 | 30.9 | C | 0.83 | 80.5 | F |
| | | TR | 1.00 | 98.1 | F | 1.10 | 124.2 | F | 1.16 | 145.7 | F | 0.85 | 63.3 | E |
| Grand Concourse Mainline | NB | T | 0.34 | 23.8 | C | 0.46 | 26.4 | C | 0.72 | 31.9 | C | 0.58 | 28.8 | C |
| | SB | L | 0.56 | 67.8 | E | 0.40 | 60.7 | E | 0.94 | 123.7 | F | 0.78 | 95.2 | F |
| | | T | 0.77 | 33.5 | C | 0.36 | 24.8 | C | 0.43 | 25.3 | C | 0.39 | 25.2 | C |
| Grand Concourse Service Road | NB | TR | 0.45 | 27.3 | C | 0.65 | 34.3 | C | 0.71 | 36.4 | D | 0.78 | 42.1 | D |
| | SB | TR | 0.75 | 39.0 | D | 0.44 | 27.8 | C | 0.80 | 43.7 | D | 0.62 | 33.7 | C |
| **Overall Intersection** | | **-** | | **76.8** | **E** | | **105.7** | **F** | | **94.8** | **F** | | **71.1** | **E** |

## 2026 Lower Density Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.64 | 43.7 | D | 0.34 | 35.3 | D | 0.76 | 52.2 | D | 0.69 | 47.0 | D |
| | WB | LTR | 1.02 | 88.8 | F | 0.86 | 57.9 | E | 0.97 | 76.5 | E | 1.08 | 106.6 | F |
| Edward L. Grant Highway | NB | LTR | 0.31 | 10.9 | B | 0.26 | 10.4 | B | 0.56 | 14.9 | B | 0.32 | 11.1 | B |
| | SB | LTR | 0.67 | 17.2 | B | 0.48 | 13.3 | B | 0.72 | 19.2 | B | - | - | - |
| | | DefL | - | - | - | - | - | - | - | - | - | 0.75 | 27.1 | C |
| | | TR | - | - | - | - | - | - | - | - | - | 0.61 | 16.6 | B |
| **Overall Intersection** | | **-** | | **35.0** | **D** | | **26.2** | **C** | | **33.4** | **C** | | **41.9** | **D** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.03 | 73.6 | E | 1.12 | 107.9 | F | 1.25 | 157.1 | F | 1.26 | 155.8 | F |
| | WB | TR | 0.52 | 20.3 | C | 0.46 | 19.1 | B | 0.59 | 21.8 | C | 0.53 | 20.3 | C |
| Inwood Avenue | NB | LTR | 0.70 | 39.6 | D | 0.67 | 37.9 | D | 0.81 | 46.4 | D | 0.57 | 33.4 | C |
| **Overall Intersection** | | **-** | | **47.7** | **D** | | **61.6** | **E** | | **81.6** | **F** | | **85.2** | **F** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | TR | - | - | - | - | - | - | - | - | - | 0.54 | 17.4 | B |
| | WB | LT | - | - | - | - | - | - | - | - | - | 0.49 | 17.1 | B |
| Cromwell Avenue | SB | LTR | - | - | - | - | - | - | - | - | - | 0.79 | 35.6 | D |
| **Overall Intersection** | | **-** | | **-** | - | | **-** | - | | **-** | - | | **22.9** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.95 | 67.9 | E | - | - | - | 1.11 | 115.1 | F | 1.04 | 91.6 | F |
| | | LR | 1.04 | 88.8 | F | - | - | - | 1.05 | 93.1 | F | 1.09 | 104.0 | F |
| University Avenue | NB | T | 0.41 | 9.7 | A | - | - | - | 0.49 | 10.5 | B | 0.40 | 9.5 | A |
| | SB | T | 0.28 | 8.6 | A | - | - | - | 0.23 | 8.2 | A | 0.23 | 8.2 | A |
| **Overall Intersection** | | **-** | | **34.4** | **C** | | **-** | - | | **43.2** | **D** | | **43.3** | **D** |

-"Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L

-V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.

-Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as noted in the

-The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

# 2026 Lower Density Alternative AM Mitigations

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.95 | 56.2 | E | - | - | - | | | |
| | WB | LTR | 0.76 | 35.8 | D | - | - | - | | | |
| Jerome Avenue | NB | LTR | 0.55 | 32.8 | C | - | - | - | | | |
| | SB | LTR | 0.69 | 38.6 | D | - | - | - | | | |
| **Overall Intersection** | | - | | **42.2** | **D** | | **-** | **-** | | | |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.82 | 23.1 | C | 0.82 | 23.1 | C | 0.94 | 39.2 | D |
| | WB | LTR | 0.76 | 19.7 | B | 0.76 | 19.7 | B | 0.87 | 30.5 | C |
| Jerome Avenue | NB | LTR | 0.88 | 67.6 | E | 1.16 | 146.4 | F | 0.92 | 67.0 | E |
| | SB | LTR | 1.11 | 127.5 | F | 1.07 | 116.3 | F | 0.83 | 55.3 | E |
| **Overall Intersection** | | - | | **39.3** | **D** | | **47.9** | **D** | | **41.2** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.07 | 95.4 | F | 1.09 | 101.9 | F | 1.06 | 92.6 | F |
| | WB | LTR | 1.00 | 75.8 | E | 0.98 | 70.0 | E | 0.96 | 64.4 | E |
| Jerome Avenue | NB | LTR | 0.37 | 24.6 | C | 0.41 | 25.4 | C | 0.42 | 26.2 | C |
| | SB | LTR | 0.61 | 30.1 | C | 0.65 | 31.4 | C | 0.66 | 32.6 | C |
| **Overall Intersection** | | - | | **58.4** | **E** | | **58.6** | **E** | | **55.3** | **E** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.11 | 152.9 | F | 1.12 | 155.9 | F | 0.96 | 101.4 | F |
| | | TR | 0.89 | 62.1 | E | 0.89 | 62.1 | E | 0.82 | 49.8 | D |
| | WB | LTR | 1.10 | 99.2 | F | 1.10 | 99.2 | F | 1.01 | 68.0 | E |
| Jerome Avenue | NB | LTR | 0.48 | 10.6 | B | 0.52 | 11.0 | B | 0.54 | 12.3 | B |
| | SB | LTR | 0.71 | 15.2 | B | 0.74 | 16.0 | B | 0.77 | 18.5 | B |
| **Overall Intersection** | | - | | **42.9** | **D** | | **42.7** | **D** | | **33.7** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.74 | 29.2 | C | 0.75 | 29.5 | C | 0.79 | 33.3 | C |
| Jerome Avenue | NB | TR | 0.64 | 30.7 | C | 0.72 | 32.9 | C | 0.72 | 32.9 | C |
| | SB | DefL | 1.02 | 78.0 | E | 1.11 | 109.9 | F | 1.02 | 78.2 | E |
| | | T | 0.48 | 18.5 | B | 0.46 | 18.2 | B | 0.44 | 16.6 | B |
| **Overall Intersection** | | - | | **38.7** | **D** | | **46.7** | **D** | | **40.2** | **D** |

# 2026 Lower Density Alternative AM Mitigations

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.88 | 51.9 | D | 0.92 | 57.5 | E | 0.89 | 51.3 | D |
| | WB | LTR | 1.07 | 96.4 | F | 1.08 | 98.0 | F | 1.04 | 84.4 | F |
| Jerome Avenue | NB | LTR | 0.33 | 13.0 | B | 0.34 | 13.2 | B | 0.35 | 13.8 | B |
| | SB | LTR | 0.24 | 12.2 | B | 0.26 | 12.3 | B | 0.27 | 12.9 | B |
| **Overall Intersection** | | - | | **44.9** | **D** | | **46.2** | **D** | | **41.4** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.54 | 32.4 | C | 0.57 | 33.1 | C | 0.57 | 33.1 | C |
| | | R | 1.18 | 154.9 | F | 1.31 | 207.8 | F | 1.31 | 207.8 | F |
| 167th Street | WB | L | 0.52 | 32.6 | C | 0.52 | 32.5 | C | 0.52 | 32.5 | C |
| | | T | 0.67 | 37.1 | D | 0.68 | 37.5 | D | 0.68 | 37.5 | D |
| | | R | 0.09 | 8.4 | A | 0.08 | 8.3 | A | 0.08 | 8.3 | A |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - |
| | | DefL | 0.84 | 63.6 | E | 0.91 | 77.0 | E | 0.91 | 77.0 | E |
| | | TR | 0.82 | 49.0 | D | 0.82 | 49.4 | D | 0.82 | 49.4 | D |
| | SB | LTR | 0.55 | 29.2 | C | 0.57 | 29.7 | C | 0.57 | 29.7 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.8 | C | 0.17 | 25.7 | C | 0.17 | 25.7 | C |
| **Overall Intersection** | | - | | **55.0** | **D** | | **67.5** | **E** | 0.00 | **67.5** | **E** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.94 | 61.8 | E | 0.97 | 67.7 | E | 0.94 | 60.0 | E |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.34 | 12.1 | B | 0.35 | 12.7 | B |
| | SB | LT | 0.71 | 19.2 | B | 0.75 | 20.3 | C | 0.76 | 21.7 | C |
| **Overall Intersection** | | - | | **26.7** | **C** | | **28.6** | **C** | | **27.7** | **C** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.92 | 101.6 | F | 0.88 | 91.5 | F |
| | | TR | 1.38 | 247.1 | F | 1.47 | 258.6 | F | 1.37 | 238.9 | F |
| | WB | L | 0.64 | 66.3 | E | 0.65 | 68.1 | E | 0.62 | 62.6 | E |
| | | TR | 0.99 | 110.8 | F | 0.99 | 112.2 | F | 0.96 | 101.9 | F |
| Grand Concourse Mainline | NB | L | 0.45 | 61.1 | E | 0.44 | 60.9 | E | 0.44 | 60.9 | E |
| | | T | 0.42 | 22.1 | C | 0.42 | 22.1 | C | 0.43 | 22.8 | C |
| | SB | L | 1.00 | 120.8 | F | 1.00 | 120.8 | F | 1.00 | 120.8 | F |
| | | T | 0.86 | 35.1 | D | 0.86 | 35.3 | D | 0.88 | 37.1 | D |
| Grand Concourse Service Road | NB | TR | 0.78 | 38.5 | D | 0.77 | 38.1 | D | 0.79 | 40.0 | D |
| | SB | TR | 0.68 | 31.0 | C | 0.68 | 31.0 | C | 0.69 | 32.2 | C |
| **Overall Intersection** | | - | | **88.8** | **F** | | **102.4** | **F** | | **86.9** | **F** |

# 2026 Lower Density Alternative AM Mitigations

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 62.3 | E | 0.71 | 62.3 | E |
| | | TR | 1.04 | 110.4 | F | 1.16 | 151.5 | F | 1.16 | 151.5 | F |
| | WB | L | 0.04 | 30.2 | C | 0.04 | 30.3 | C | 0.04 | 30.3 | C |
| | | TR | 1.00 | 98.1 | F | 1.00 | 98.1 | F | 1.00 | 98.1 | F |
| Grand Concourse Mainline | NB | T | 0.34 | 23.9 | C | 0.34 | 23.8 | C | 0.34 | 23.8 | C |
| | SB | L | 0.59 | 70.7 | E | 0.56 | 67.8 | E | 0.56 | 67.8 | E |
| | | T | 0.74 | 32.6 | C | 0.77 | 33.5 | C | 0.77 | 33.5 | C |
| Grand Concourse Service Road | NB | TR | 0.46 | 27.5 | C | 0.45 | 27.3 | C | 0.45 | 27.3 | C |
| | SB | TR | 0.74 | 38.8 | D | 0.75 | 39.0 | D | 0.75 | 39.0 | D |
| **Overall Intersection** | | - | | **66.5** | **E** | | **76.8** | **E** | | **76.8** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.64 | 43.7 | D | 0.64 | 43.7 | D | 0.62 | 42.0 | D |
| | WB | LTR | 1.00 | 84.7 | F | 1.02 | 88.8 | F | 0.98 | 78.8 | E |
| Edward L. Grant Highway | NB | LTR | 0.30 | 10.8 | B | 0.31 | 10.9 | B | 0.31 | 11.4 | B |
| | SB | LTR | 0.67 | 17.0 | B | 0.67 | 17.2 | B | 0.68 | 18.1 | B |
| | | DefL | - | - | - | - | - | - | - | - | - |
| | | TR | - | - | - | - | - | - | - | - | - |
| **Overall Intersection** | | - | | **34.1** | **C** | | **35.0** | **D** | | **33.1** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.93 | 65.1 | E | 0.95 | 67.9 | E | 0.90 | 57.2 | E |
| | | LR | 1.03 | 84.6 | F | 1.04 | 88.8 | F | 1.00 | 76.0 | E |
| University Avenue | NB | T | 0.40 | 9.6 | A | 0.41 | 9.7 | A | 0.42 | 10.3 | B |
| | SB | T | 0.28 | 8.6 | A | 0.28 | 8.6 | A | 0.29 | 9.1 | A |
| **Overall Intersection** | | - | | **33.1** | **C** | | **34.4** | **C** | | **30.5** | **C** |

1 -"Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

2 -V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.

3 -Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as noted in the 2000 HCM - TRB.

4 -The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

# 2026 Lower Density Alternative MD Mitigations

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.68 | 28.1 | C | 0.68 | 28.1 | C | 0.77 | 34.2 | C |
| | WB | LTR | 0.63 | 26.4 | C | 0.63 | 26.4 | C | 0.70 | 30.5 | C |
| Jerome Avenue | NB | LTR | 1.09 | 104.5 | F | 1.26 | 167.2 | F | 1.05 | 87.5 | F |
| | SB | LT | 0.67 | 32.2 | C | 0.76 | 36.9 | D | 0.67 | 29.6 | C |
| | | R | 0.29 | 22.9 | C | 0.29 | 22.9 | C | 0.26 | 20.4 | C |
| **Overall Intersection** | | - | | **43.2** | **D** | | **58.1** | **E** | | **42.8** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.61 | 14.9 | B | 0.61 | 14.9 | B | 0.68 | 19.4 | B |
| | WB | LTR | 0.52 | 13.4 | B | 0.52 | 13.4 | B | 0.58 | 17.3 | B |
| Jerome Avenue | NB | LTR | 0.99 | 75.0 | E | 1.24 | 161.4 | F | 1.00 | 71.3 | E |
| | SB | LTR | 0.95 | 65.5 | E | 1.06 | 93.7 | F | 0.86 | 44.2 | D |
| **Overall Intersection** | | - | | **31.5** | **C** | | **52.7** | **D** | | **31.8** | C |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.76 | 37.4 | D | 0.79 | 39.6 | D | 0.79 | 39.6 | D |
| | WB | LTR | 0.72 | 33.7 | C | 0.83 | 41.3 | D | 0.83 | 41.3 | D |
| Jerome Avenue | NB | LTR | 0.66 | 31.0 | C | 0.72 | 33.6 | C | 0.72 | 33.6 | C |
| | SB | LTR | 0.68 | 31.8 | C | 0.89 | 48.5 | D | 0.89 | 48.5 | D |
| **Overall Intersection** | | - | | **33.5** | **C** | | **41.1** | **D** | | **41.1** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.05 | 91.0 | F | 1.07 | 96.4 | F | 1.05 | 87.6 | F |
| | WB | LTR | 0.84 | 46.0 | D | 0.85 | 46.9 | D | 0.83 | 44.4 | D |
| Jerome Avenue | NB | LTR | 0.48 | 26.7 | C | 0.50 | 27.1 | C | 0.51 | 28.0 | C |
| | SB | LTR | 0.60 | 30.0 | C | 0.68 | 32.5 | C | 0.70 | 33.9 | C |
| **Overall Intersection** | | - | | **49.1** | **D** | | **50.6** | **D** | | **48.4** | **D** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.02 | 116.7 | F | 1.07 | 129.8 | F | 1.00 | 107.5 | F |
| | | TR | 0.78 | 47.7 | D | 0.78 | 47.7 | D | 0.75 | 43.9 | D |
| | WB | LTR | 1.07 | 91.9 | F | 1.07 | 91.9 | F | 1.03 | 77.6 | E |
| Jerome Avenue | NB | LTR | 0.47 | 10.5 | B | 0.50 | 10.8 | B | 0.51 | 11.5 | B |
| | SB | LTR | 0.50 | 11.0 | B | 0.53 | 11.3 | B | 0.54 | 12.0 | B |
| **Overall Intersection** | | - | | **38.2** | **D** | | **38.4** | **D** | | **34.2** | **C** |

# 2026 Lower Density Alternative MD Mitigations

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.65 | 25.7 | C | 0.65 | 25.9 | C | 0.69 | 28.5 | C |
| Jerome Avenue | NB | TR | 0.67 | 31.3 | C | 0.71 | 32.6 | C | 0.66 | 29.7 | C |
| | SB | DefL | 0.88 | 51.9 | D | 0.92 | 60.2 | E | 0.88 | 51.9 | D |
| | | T | 0.40 | 17.2 | B | 0.43 | 17.6 | B | 0.41 | 16.1 | B |
| **Overall Intersection** | | - | | **31.6** | **C** | | **33.7** | **C** | | **31.3** | **C** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.95 | 78.1 | E | 0.98 | 84.4 | F | 0.92 | 70.2 | E |
| | | R | 0.67 | 47.9 | D | 0.67 | 47.9 | D | 0.63 | 44.4 | D |
| Macombs Dam Bridge | NB | T | 0.31 | 21.0 | C | 0.31 | 21.1 | C | 0.32 | 21.8 | C |
| | SB | T | 0.49 | 23.6 | C | 0.50 | 23.8 | C | 0.52 | 24.7 | C |
| **Overall Intersection** | | - | | **37.0** | **D** | | **38.5** | **D** | | **35.8** | **D** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.66 | 35.5 | D | 0.66 | 35.4 | D | 0.61 | 32.0 | C |
| | WB | LTR | 0.88 | 54.0 | D | 0.96 | 67.3 | E | 0.88 | 52.1 | D |
| Jerome Avenue | NB | LTR | 0.36 | 13.4 | B | 0.38 | 13.6 | B | 0.39 | 14.9 | B |
| | SB | LTR | 0.22 | 11.9 | B | 0.25 | 12.3 | B | 0.26 | 13.4 | B |
| **Overall Intersection** | | - | | **27.4** | **C** | | **30.9** | **C** | | **27.1** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.37 | 29.7 | C | 0.43 | 30.6 | C | 0.43 | 30.6 | C |
| | | R | 1.01 | 104.8 | F | 1.05 | 118.0 | F | 1.05 | 118.0 | F |
| 167th Street | WB | L | 0.44 | 30.9 | C | 0.43 | 30.6 | C | 0.43 | 30.6 | C |
| | | T | 0.58 | 33.6 | C | 0.59 | 33.7 | C | 0.59 | 33.7 | C |
| | | R | 0.24 | 10.4 | B | 0.24 | 10.4 | B | 0.24 | 10.4 | B |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - |
| | | DefL | 0.82 | 57.4 | E | 1.08 | 120.5 | F | 1.08 | 120.5 | F |
| | | TR | 0.78 | 44.4 | D | 0.79 | 44.6 | D | 0.79 | 44.6 | D |
| | SB | LTR | 0.51 | 28.8 | C | 0.67 | 32.8 | C | 0.67 | 32.8 | C |
| Cromwell Avenue | NE-B | R | 0.09 | 24.7 | C | 0.11 | 24.8 | C | 0.11 | 24.8 | C |
| **Overall Intersection** | | - | | **42.0** | **D** | | **49.6** | **D** | | **49.6** | **D** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.68 | 21.5 | C | 0.76 | 24.9 | C | 0.79 | 28.5 | C |
| | WB | LTR | 0.69 | 22.3 | C | 0.70 | 22.5 | C | 0.73 | 25.4 | C |
| River Avenue | NB | LTR | 1.07 | 112.6 | F | 1.15 | 138.1 | F | 1.07 | 106.8 | F |
| | SB | LTR | 0.46 | 31.8 | C | 0.46 | 31.9 | C | 0.42 | 29.0 | C |
| **Overall Intersection** | | - | | **40.5** | **D** | | **47.0** | **D** | | **42.9** | **D** |

# 2026 Lower Density Alternative MD Mitigations

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 176th Street** | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.77 | 56.7 | E | 0.82 | 62.3 | E | 0.80 | 58.0 | E |
| | WB | LTR | 0.46 | 41.1 | D | 0.51 | 42.8 | D | 0.49 | 41.0 | D |
| Grand Concourse Mainline | NB | T | 0.55 | 26.8 | C | 0.55 | 26.9 | C | 0.56 | 27.7 | C |
| | SB | L | 0.06 | 20.3 | C | 0.06 | 20.3 | C | 0.06 | 21.0 | C |
| | | T | 0.31 | 14.6 | B | 0.31 | 14.6 | B | 0.32 | 15.2 | B |
| Grand Concourse Service Road | NB | TR | 0.56 | 29.3 | C | 0.57 | 29.5 | C | 0.58 | 30.5 | C |
| | SB | TR | 0.61 | 21.5 | C | 0.61 | 21.6 | C | 0.62 | 22.5 | C |
| **Overall Intersection** | | - | | **32.8** | **C** | | **34.7** | **C** | | **34.2** | **C** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.49 | 46.7 | D | 0.50 | 47.2 | D | 0.48 | 45.2 | D |
| | | TR | 0.76 | 61.4 | E | 0.79 | 64.3 | E | 0.77 | 60.3 | E |
| | WB | L | 0.59 | 54.2 | D | 0.60 | 55.6 | E | 0.57 | 52.4 | D |
| | | TR | 0.68 | 56.5 | E | 0.70 | 57.6 | E | 0.67 | 54.4 | D |
| Grand Concourse Mainline | NB | L | 0.58 | 67.9 | E | 0.59 | 68.3 | E | 0.59 | 68.3 | E |
| | | T | 0.46 | 22.8 | C | 0.47 | 22.9 | C | 0.48 | 23.6 | C |
| | SB | L | 0.66 | 69.5 | E | 0.66 | 69.5 | E | 0.66 | 69.5 | E |
| | | T | 0.34 | 21.0 | C | 0.35 | 21.0 | C | 0.35 | 21.7 | C |
| Grand Concourse Service Road | NB | TR | 0.79 | 38.1 | D | 0.79 | 37.7 | D | 0.80 | 39.5 | D |
| | SB | TR | 0.46 | 24.2 | C | 0.46 | 24.3 | C | 0.47 | 25.1 | C |
| **Overall Intersection** | | - | | **42.6** | **D** | | **43.4** | **D** | | **42.8** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.09 | 123.2 | F | 1.13 | 136.3 | F | 1.08 | 119.5 | F |
| | WB | LTR | 1.14 | 141.2 | F | 1.18 | 152.7 | F | 1.13 | 136.2 | F |
| Grand Concourse Mainline | NB | L | 0.53 | 66.7 | E | 0.61 | 71.8 | E | 0.55 | 66.1 | E |
| | | T | 0.46 | 25.8 | C | 0.47 | 25.9 | C | 0.49 | 27.5 | C |
| | SB | L | 0.47 | 60.3 | E | 0.47 | 60.3 | E | 0.43 | 57.5 | E |
| | | T | 0.41 | 24.9 | C | 0.42 | 25.1 | C | 0.44 | 26.6 | C |
| Grand Concourse Service Road | NB | TR | 0.64 | 32.8 | C | 0.64 | 32.9 | C | 0.66 | 35.4 | D |
| | SB | TR | 0.62 | 32.2 | C | 0.63 | 32.5 | C | 0.65 | 35.0 | C |
| **Overall Intersection** | | - | | **79.3** | **E** | | **85.8** | **F** | | **79.2** | **E** |

# 2026 Lower Density Alternative MD Mitigations

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.6 | E | 0.71 | 63.3 | E | 0.55 | 43.4 | D |
| | | TR | 1.15 | 144.4 | F | 1.33 | 213.4 | F | 1.16 | 140.7 | F |
| | WB | L | 0.05 | 29.9 | C | 0.06 | 30.2 | C | 0.05 | 26.4 | C |
| | | TR | 1.10 | 121.9 | F | 1.10 | 124.2 | F | 0.95 | 74.9 | E |
| Grand Concourse Mainline | NB | T | 0.44 | 26.1 | C | 0.46 | 26.4 | C | 0.51 | 30.5 | C |
| | SB | L | 0.42 | 62.0 | E | 0.40 | 60.7 | E | 0.40 | 60.7 | E |
| | | T | 0.35 | 24.6 | C | 0.36 | 24.8 | C | 0.40 | 28.6 | C |
| Grand Concourse Service Road | NB | TR | 0.63 | 33.7 | C | 0.65 | 34.3 | C | 0.72 | 41.8 | D |
| | SB | TR | 0.43 | 27.7 | C | 0.44 | 27.8 | C | 0.49 | 32.6 | C |
| **Overall Intersection** | | - | | **84.5** | **F** | | **105.7** | **F** | | **75.2** | **E** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.04 | 78.8 | E | 1.12 | 107.9 | F | 1.04 | 78.8 | E |
| | WB | TR | 0.40 | 17.9 | B | 0.46 | 19.1 | B | 0.44 | 17.5 | B |
| Inwood Avenue | NB | LTR | 0.70 | 39.1 | D | 0.67 | 37.9 | D | 0.74 | 43.4 | D |
| **Overall Intersection** | | - | | **50.4** | **D** | | **61.6** | **E** | | **50.2** | **D** |

1 -"Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

2 -V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.

3 -Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt.

4 -The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

# 2026 Lower Density Alternative PM Mitigations

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 1.00 | 66.5 | E | 1.00 | 66.5 | E | 1.00 | 66.5 | E |
| | WB | LTR | 0.81 | 39.6 | D | 0.81 | 39.6 | D | 0.81 | 39.6 | D |
| Jerome Avenue | NB | LTR | 1.34 | 206.1 | F | 1.46 | 254.9 | F | 1.46 | 254.9 | F |
| | SB | LT | 0.65 | 36.3 | D | 0.71 | 39.3 | D | 0.71 | 39.3 | D |
| | | R | 0.29 | 26.9 | C | 0.29 | 26.9 | C | 0.29 | 26.9 | C |
| **Overall Intersection** | | - | | **82.3** | **F** | | **93.4** | **F** | | **93.4** | **F** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.86 | 22.4 | C | 0.86 | 22.4 | C | 0.95 | 37.4 | D |
| | WB | LTR | 0.72 | 15.4 | B | 0.72 | 15.4 | B | 0.80 | 22.1 | C |
| Jerome Avenue | NB | LTR | 1.21 | 163.1 | F | 1.49 | 284.8 | F | 1.18 | 148.8 | F |
| | SB | LTR | 1.34 | 222.4 | F | 1.41 | 250.9 | F | 1.07 | 112.6 | F |
| **Overall Intersection** | | - | | **59.2** | **E** | | **83.1** | **F** | | **56.3** | **E** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.85 | 42.9 | D | 0.89 | 48.2 | D | 0.89 | 48.2 | D |
| | WB | LTR | 0.85 | 43.3 | D | 0.94 | 57.0 | E | 0.94 | 57.0 | E |
| Jerome Avenue | NB | LTR | 0.63 | 29.5 | C | 0.67 | 31.1 | C | 0.67 | 31.1 | C |
| | SB | LTR | 0.79 | 38.3 | D | 0.91 | 51.7 | D | 0.91 | 51.7 | D |
| **Overall Intersection** | | - | | **39.0** | **D** | | **47.8** | **D** | | **47.8** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.23 | 154.6 | F | 1.26 | 166.5 | F | 1.23 | 152.2 | F |
| | WB | LTR | 1.27 | 173.2 | F | 1.31 | 190.3 | F | 1.28 | 175.5 | F |
| Jerome Avenue | NB | LTR | 0.43 | 25.8 | C | 0.47 | 26.6 | C | 0.48 | 27.5 | C |
| | SB | LTR | 0.62 | 30.3 | C | 0.71 | 33.7 | C | 0.73 | 35.1 | D |
| **Overall Intersection** | | - | | **105.4** | **F** | | **111.7** | **F** | | **104.2** | **F** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.28 | 16.4 | B | 0.29 | 16.5 | B | 0.30 | 17.1 | B |
| | | R | 0.28 | 16.8 | B | 0.30 | 17.0 | B | 0.30 | 17.7 | B |
| Jerome Avenue | NB | T | 0.25 | 16.0 | B | 0.27 | 16.2 | B | 0.26 | 15.6 | B |
| | | R | 0.63 | 2.5 | A | 0.65 | 2.7 | A | 0.65 | 2.7 | A |
| | SB | DefL | 0.85 | 45.2 | D | 0.91 | 55.0 | D | 0.88 | 49.3 | D |
| | | T | 0.51 | 20.8 | C | 0.57 | 22.1 | C | 0.55 | 21.1 | C |
| **Overall Intersection** | | - | | **15.9** | **B** | | **17.4** | **B** | | **16.6** | **B** |

# 2026 Lower Density Alternative PM Mitigations

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.15 | 161.6 | F | 1.21 | 184.0 | F | 1.10 | 143.2 | F |
| | | TR | 0.79 | 48.6 | D | 0.79 | 48.6 | D | 0.76 | 44.6 | D |
| | WB | LTR | 1.07 | 86.8 | F | 1.07 | 89.1 | F | 1.03 | 74.6 | E |
| Jerome Avenue | NB | LTR | 0.43 | 10.0 | B | 0.46 | 10.3 | B | 0.47 | 10.9 | B |
| | SB | LTR | 0.46 | 10.5 | B | 0.49 | 10.8 | B | 0.50 | 11.5 | B |
| **Overall Intersection** | | - | | **41.6** | **D** | | **42.6** | **D** | | **36.9** | **D** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.66 | 26.3 | C | 0.68 | 27.0 | C | 0.68 | 27.0 | C |
| Jerome Avenue | NB | TR | 0.77 | 34.4 | C | 0.81 | 36.1 | D | 0.87 | 42.0 | D |
| | SB | DefL | 1.01 | 81.4 | F | 1.07 | 98.6 | F | 1.00 | 77.0 | E |
| | | T | 0.34 | 16.3 | B | 0.39 | 17.0 | B | 0.39 | 17.0 | B |
| **Overall Intersection** | | - | | **39.4** | **D** | | **43.3** | **D** | | **41.3** | **D** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.66 | 34.0 | C | 0.00 | 0.0 | A | | | |
| Jerome Avenue | NB | LTR | 0.49 | 13.8 | B | 0.00 | 0.0 | A | | | |
| | SB | LTR | 0.30 | 11.6 | B | 0.00 | 0.0 | A | | | |
| **Overall Intersection** | | - | | **16.2** | **B** | | **0.0** | **A** | | | |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.82 | 47.6 | D | 0.00 | 0.0 | A | | | |
| Jerome Avenue | NB | LT | 0.43 | 14.7 | B | 0.00 | 0.0 | A | | | |
| | SB | TR | 0.56 | 16.9 | B | 0.00 | 0.0 | A | | | |
| **Overall Intersection** | | - | | **23.7** | **C** | | **0.0** | **A** | | | |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.25 | 22.5 | C | 0.28 | 23.0 | C | | | |
| Jerome Avenue | NB | LT | 0.44 | 13.4 | B | 0.46 | 13.7 | B | | | |
| | SB | TR | 0.21 | 10.8 | B | 0.23 | 11.0 | B | | | |
| **Overall Intersection** | | - | | **13.6** | **B** | | **13.9** | **B** | | | |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.69 | 41.6 | D | 0.79 | 47.7 | D | 0.75 | 43.9 | D |
| | | R | 0.48 | 34.7 | C | 0.48 | 34.7 | C | 0.46 | 33.2 | C |
| Macombs Dam Bridge | NB | T | 0.44 | 26.1 | C | 0.44 | 26.2 | C | 0.46 | 27.1 | C |
| | SB | T | 0.54 | 27.8 | C | 0.55 | 28.1 | C | 0.57 | 29.3 | C |
| **Overall Intersection** | | - | | **30.6** | **C** | | **32.3** | **C** | | **32.0** | **C** |

# 2026 Lower Density Alternative PM Mitigations

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.74 | 39.5 | D | 0.74 | 39.5 | D | 0.67 | 33.1 | C |
| | WB | LTR | 1.01 | 78.8 | E | 1.12 | 112.1 | F | 1.00 | 71.6 | E |
| Jerome Avenue | NB | LTR | 0.39 | 13.7 | B | 0.40 | 13.8 | B | 0.43 | 15.9 | B |
| | SB | LTR | 0.19 | 11.7 | B | 0.24 | 12.2 | B | 0.26 | 14.0 | B |
| **Overall Intersection** | | **-** | | **36.0** | **D** | | **45.4** | **D** | | **34.1** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.55 | 32.6 | C | 0.59 | 33.4 | C | 0.59 | 33.4 | C |
| | | R | 1.34 | 228.3 | F | 1.43 | 263.0 | F | 1.43 | 263.0 | F |
| 167th Street | WB | L | 0.52 | 32.9 | C | 0.52 | 32.6 | C | 0.52 | 32.6 | C |
| | | T | 0.78 | 42.6 | D | 0.79 | 43.2 | D | 0.79 | 43.2 | D |
| | | R | 0.24 | 29.2 | C | 0.24 | 29.4 | C | 0.24 | 29.4 | C |
| Jerome Avenue | NB | LTR | - | - | - | - | - | - | - | - | - |
| | | DefL | 1.28 | 191.3 | F | 1.47 | 266.3 | F | 1.47 | 266.3 | F |
| | | TR | 0.77 | 43.2 | D | 0.79 | 44.3 | D | 0.79 | 44.3 | D |
| | SB | LTR | 0.50 | 28.3 | C | 0.52 | 28.7 | C | 0.52 | 28.7 | C |
| Cromwell Avenue | NE-B | R | 0.13 | 25.1 | C | 0.15 | 25.3 | C | 0.15 | 25.3 | C |
| **Overall Intersection** | | **-** | | **70.6** | **E** | | **85.6** | **F** | | **85.6** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.83 | 29.5 | C | 0.88 | 34.6 | C | 0.88 | 34.6 | C |
| | WB | LTR | 0.90 | 37.4 | D | 0.91 | 38.7 | D | 0.91 | 38.7 | D |
| River Avenue | NB | LTR | 1.00 | 90.5 | F | 1.06 | 108.8 | F | 1.06 | 108.8 | F |
| | SB | LTR | 0.40 | 30.1 | C | 0.40 | 30.2 | C | 0.40 | 30.2 | C |
| **Overall Intersection** | | **-** | | **42.5** | **D** | | **48.0** | **D** | | **48.0** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 1.04 | 84.0 | F | 1.07 | 93.0 | F | 1.03 | 81.1 | F |
| Jerome Avenue | NB | TR | 0.42 | 12.9 | B | 0.44 | 13.2 | B | 0.45 | 13.9 | B |
| | SB | LT | 0.59 | 16.1 | B | 0.62 | 16.6 | B | 0.64 | 17.6 | B |
| **Overall Intersection** | | **-** | | **31.2** | **C** | | **33.4** | **C** | | **31.2** | **C** |

# 2026 Lower Density Alternative PM Mitigations

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 176th Street** | | | | | | | | | | | |
| 176th Street | EB | LTR | 1.05 | 116.6 | F | 1.08 | 125.7 | F | 1.04 | 111.9 | F |
| | WB | LTR | 0.58 | 47.5 | D | 0.61 | 49.1 | D | 0.58 | 46.8 | D |
| Grand Concourse Mainline | NB | T | 0.78 | 31.3 | C | 0.79 | 31.6 | C | 0.80 | 32.9 | C |
| | SB | L | 0.12 | 30.1 | C | 0.43 | 37.3 | D | 0.45 | 41.0 | D |
| | | T | 0.40 | 14.2 | B | 0.40 | 14.2 | B | 0.41 | 14.8 | B |
| Grand Concourse Service Road | NB | TR | 0.62 | 29.2 | C | 0.63 | 29.3 | C | 0.64 | 30.4 | C |
| | SB | TR | 0.52 | 17.4 | B | 0.52 | 17.5 | B | 0.53 | 18.2 | B |
| **Overall Intersection** | | - | | **45.1** | **D** | | **47.7** | **D** | | **45.1** | **D** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.73 | 51.0 | D | 0.79 | 55.2 | E | 0.79 | 55.2 | E |
| | WB | LTR | 0.61 | 43.6 | D | 0.66 | 45.3 | D | 0.66 | 45.3 | D |
| Grand Concourse Mainline | NB | L | 0.44 | 60.7 | E | 0.47 | 61.8 | E | 0.47 | 61.8 | E |
| | | T | 0.75 | 28.9 | C | 0.75 | 29.0 | C | 0.75 | 29.0 | C |
| | SB | L | 0.42 | 59.7 | E | 0.42 | 59.7 | E | 0.42 | 59.7 | E |
| | | T | 0.54 | 23.5 | C | 0.54 | 23.5 | C | 0.54 | 23.5 | C |
| Grand Concourse Service Road | NB | TR | 1.05 | 80.7 | F | 1.05 | 81.7 | F | 1.05 | 81.7 | F |
| | SB | TR | 0.69 | 30.8 | C | 0.69 | 30.8 | C | 0.69 | 30.8 | C |
| **Overall Intersection** | | - | | **57.1** | **E** | | **58.2** | **E** | | **58.2** | **E** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.77 | 67.1 | E | 0.79 | 69.5 | E | 0.79 | 69.5 | E |
| | | TR | 1.06 | 119.1 | F | 1.12 | 137.2 | F | 1.12 | 137.2 | F |
| | WB | L | 0.70 | 66.1 | E | 0.74 | 72.4 | E | 0.74 | 72.4 | E |
| | | TR | 0.74 | 61.2 | E | 0.77 | 63.9 | E | 0.77 | 63.9 | E |
| Grand Concourse Mainline | NB | L | 0.78 | 84.7 | F | 0.81 | 89.0 | F | 0.81 | 89.0 | F |
| | | T | 0.79 | 31.1 | C | 0.79 | 31.3 | C | 0.79 | 31.3 | C |
| | SB | L | 0.94 | 105.8 | F | 0.94 | 105.8 | F | 0.94 | 105.8 | F |
| | | T | 0.52 | 23.7 | C | 0.52 | 23.7 | C | 0.52 | 23.7 | C |
| Grand Concourse Service Road | NB | TR | 1.01 | 70.8 | E | 1.00 | 69.9 | E | 1.00 | 69.9 | E |
| | SB | TR | 0.50 | 25.2 | C | 0.51 | 25.3 | C | 0.51 | 25.3 | C |
| **Overall Intersection** | | - | | **67.8** | **E** | | **71.9** | **E** | | **71.9** | **E** |

# 2026 Lower Density Alternative PM Mitigations

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.03 | 103.6 | F | 1.04 | 108.3 | F | 1.04 | 108.3 | F |
| | WB | LTR | 1.20 | 163.5 | F | 1.22 | 172.8 | F | 1.22 | 172.8 | F |
| Grand Concourse Mainline | NB | L | 0.72 | 80.9 | F | 0.78 | 88.6 | F | 0.78 | 88.6 | F |
| | | T | 0.79 | 34.5 | C | 0.80 | 34.9 | C | 0.80 | 34.9 | C |
| | SB | L | 0.73 | 76.8 | E | 0.73 | 76.8 | E | 0.73 | 76.8 | E |
| | | T | 0.54 | 27.1 | C | 0.54 | 27.3 | C | 0.54 | 27.3 | C |
| Grand Concourse Service Road | NB | TR | 0.89 | 52.2 | D | 0.90 | 52.7 | D | 0.90 | 52.7 | D |
| | SB | TR | 0.62 | 32.3 | C | 0.63 | 32.5 | C | 0.63 | 32.5 | C |
| **Overall Intersection** | | - | | **82.3** | **F** | | **86.0** | **F** | | **86.0** | **F** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.38 | 35.2 | D | 0.41 | 36.5 | D | 0.41 | 36.5 | D |
| | | TR | 0.52 | 38.4 | D | 0.54 | 39.2 | D | 0.54 | 39.2 | D |
| | WB | L | 0.45 | 38.4 | D | 0.46 | 38.6 | D | 0.46 | 38.6 | D |
| | | TR | 0.46 | 34.9 | C | 0.53 | 36.8 | D | 0.53 | 36.8 | D |
| Grand Concourse Mainline | NB | L | 0.67 | 76.1 | E | 0.81 | 91.6 | F | 0.73 | 79.4 | E |
| | | T | 0.76 | 30.7 | C | 0.77 | 31.2 | C | 0.79 | 32.4 | C |
| | SB | L | 0.33 | 58.1 | E | 0.33 | 58.1 | E | 0.30 | 55.9 | E |
| | | T | 0.42 | 22.7 | C | 0.43 | 22.8 | C | 0.44 | 23.5 | C |
| Grand Concourse Service Road | NB | TR | 0.70 | 33.2 | C | 0.71 | 33.5 | C | 0.73 | 35.0 | C |
| | SB | TR | 0.66 | 31.3 | C | 0.67 | 31.5 | C | 0.68 | 32.8 | C |
| **Overall Intersection** | | - | | **34.0** | **C** | | **34.7** | **C** | | **35.5** | **D** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 1.16 | 172.6 | F | 1.17 | 176.3 | F | 1.17 | 176.3 | F |
| | | TR | 1.00 | 95.3 | F | 1.11 | 127.8 | F | 1.11 | 127.8 | F |
| | WB | L | 0.06 | 30.7 | C | 0.07 | 30.9 | C | 0.07 | 30.9 | C |
| | | TR | 1.15 | 142.2 | F | 1.16 | 145.7 | F | 1.16 | 145.7 | F |
| Grand Concourse Mainline | NB | T | 0.70 | 31.3 | C | 0.72 | 31.9 | C | 0.72 | 31.9 | C |
| | SB | L | 0.95 | 126.0 | F | 0.94 | 123.7 | F | 0.94 | 123.7 | F |
| | | T | 0.42 | 25.2 | C | 0.43 | 25.3 | C | 0.43 | 25.3 | C |
| Grand Concourse Service Road | NB | TR | 0.69 | 35.8 | D | 0.71 | 36.4 | D | 0.71 | 36.4 | D |
| | SB | TR | 0.79 | 43.3 | D | 0.80 | 43.7 | D | 0.80 | 43.7 | D |
| **Overall Intersection** | | - | | **86.7** | **F** | | **94.8** | **F** | | **94.8** | **F** |

# 2026 Lower Density Alternative PM Mitigations

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.75 | 52.0 | D | 0.76 | 52.2 | D | 0.72 | 48.5 | D |
| | WB | LTR | 0.95 | 72.0 | E | 0.97 | 76.5 | E | 0.94 | 68.8 | E |
| Edward L. Grant Highway | NB | LTR | 0.55 | 14.7 | B | 0.56 | 14.9 | B | 0.57 | 15.6 | B |
| | SB | LTR | 0.70 | 18.2 | B | 0.72 | 19.2 | B | 0.74 | 20.2 | C |
| | | DefL | - | - | - | - | - | - | - | - | - |
| | | TR | - | - | - | - | - | - | - | - | - |
| **Overall Intersection** | | **-** | | **32.1** | **C** | | **33.4** | **C** | | **32.0** | **C** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | L | 1.13 | 109.4 | F | 1.25 | 157.1 | F | 0.75 | 38.0 | D |
| | | T | - | - | - | - | - | - | 0.31 | 15.3 | B |
| | WB | TR | 0.50 | 19.8 | B | 0.59 | 21.8 | C | 0.59 | 21.8 | C |
| Inwood Avenue | NB | LTR | 0.83 | 48.3 | D | 0.81 | 46.4 | D | 0.81 | 46.4 | D |
| **Overall Intersection** | | **-** | | **64.8** | **E** | | **81.6** | **F** | | **29.5** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.08 | 103.9 | F | 1.11 | 115.1 | F | 1.06 | 94.6 | F |
| | | LR | 1.00 | 78.8 | E | 1.05 | 93.1 | F | 1.01 | 78.5 | E |
| University Avenue | NB | T | 0.48 | 10.5 | B | 0.49 | 10.5 | B | 0.49 | 11.1 | B |
| | SB | T | 0.22 | 8.1 | A | 0.23 | 8.2 | A | 0.23 | 8.6 | A |
| **Overall Intersection** | | **-** | | **38.1** | **D** | | **43.2** | **D** | | **37.3** | **D** |

- "Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

- V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.

- Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as noted in the 2000 HCM - TRB.

- The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

# 2026 Lower Density Alternative Saturday Midday Mitigations

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.95 | 50.8 | D | 0.95 | 50.8 | D | 0.95 | 50.8 | D |
| | WB | LTR | 0.70 | 28.1 | C | 0.70 | 28.1 | C | 0.70 | 28.1 | C |
| Jerome Avenue | NB | LTR | 0.85 | 44.8 | D | 0.97 | 64.5 | E | 0.97 | 64.5 | E |
| | SB | LT | 0.62 | 29.7 | C | 0.69 | 32.8 | C | 0.69 | 32.8 | C |
| | | R | 0.26 | 22.3 | C | 0.26 | 22.3 | C | 0.26 | 22.3 | |
| | **Overall Intersection** | - | | **38.5** | **D** | | **42.6** | **D** | | **42.6** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.66 | 17.5 | B | 0.66 | 17.5 | B | 0.72 | 22.2 | C |
| | WB | LTR | 0.69 | 18.8 | B | 0.69 | 18.8 | B | 0.76 | 24.3 | C |
| Jerome Avenue | NB | LTR | 0.99 | 84.9 | F | 1.20 | 156.6 | F | 1.01 | 85.7 | F |
| | SB | LTR | 0.91 | 68.3 | E | 0.99 | 86.7 | F | 0.84 | 52.9 | D |
| | **Overall Intersection** | - | | **33.5** | **C** | | **48.3** | **D** | | **36.7** | **D** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.70 | 32.8 | C | 0.72 | 33.9 | C | 0.72 | 33.9 | C |
| | WB | LTR | 0.82 | 40.2 | D | 0.86 | 45.2 | D | 0.86 | 45.2 | D |
| Jerome Avenue | NB | LTR | 0.60 | 28.5 | C | 0.65 | 30.0 | C | 0.65 | 30.0 | C |
| | SB | LTR | 0.73 | 34.0 | C | 0.89 | 48.2 | D | 0.89 | 48.2 | D |
| | **Overall Intersection** | - | | **34.1** | **C** | | **39.9** | **D** | | **39.9** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.09 | 102.7 | F | 1.12 | 113.1 | F | 1.07 | 92.3 | F |
| | WB | LTR | 1.03 | 83.2 | F | 1.09 | 101.1 | F | 1.04 | 82.3 | F |
| Jerome Avenue | NB | LTR | 0.62 | 30.2 | C | 0.68 | 32.4 | C | 0.71 | 35.1 | D |
| | SB | LTR | 0.41 | 25.4 | C | 0.51 | 27.4 | C | 0.54 | 29.4 | C |
| | **Overall Intersection** | - | | **62.5** | **E** | | **69.4** | **E** | | **60.5** | **E** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.21 | 180.4 | F | 1.26 | 198.1 | F | 1.17 | 160.8 | F |
| | | TR | 0.81 | 49.3 | D | 0.81 | 49.3 | D | 0.78 | 45.3 | D |
| | WB | LTR | 0.94 | 54.8 | D | 0.94 | 54.8 | D | 0.91 | 47.6 | D |
| Jerome Avenue | NB | LTR | 0.51 | 10.9 | B | 0.54 | 11.2 | B | 0.55 | 11.9 | B |
| | SB | LTR | 0.45 | 10.3 | B | 0.47 | 10.5 | B | 0.48 | 11.2 | B |
| | **Overall Intersection** | - | | **33.8** | **C** | | **34.6** | **C** | | **31.0** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.76 | 30.1 | C | 0.77 | 30.6 | C | 0.77 | 30.6 | C |
| Jerome Avenue | NB | TR | 0.81 | 36.2 | D | 0.87 | 39.8 | D | 0.90 | 43.7 | D |
| | SB | DefL | 0.99 | 78.3 | E | 1.02 | 85.8 | F | 0.97 | 71.7 | E |
| | | T | 0.38 | 16.8 | B | 0.41 | 17.2 | B | 0.41 | 17.2 | B |
| | **Overall Intersection** | - | | **39.3** | **D** | | **41.9** | **D** | | **41.0** | **D** |

# 2026 Lower Density Alternative Saturday Midday Mitigations

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.71 | 37.2 | D | 0.73 | 38.4 | D | 0.68 | 34.2 | C |
| | WB | LTR | 1.00 | 77.2 | E | 1.09 | 104.4 | F | 1.01 | 76.0 | E |
| Jerome Avenue | NB | LTR | 0.39 | 13.7 | B | 0.40 | 13.9 | B | 0.42 | 15.2 | B |
| | SB | LTR | 0.22 | 11.9 | B | 0.26 | 12.4 | B | 0.28 | 13.6 | B |
| | **Overall Intersection** | - | | **34.3** | **C** | | **41.8** | **D** | | **34.3** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.45 | 30.8 | C | 0.49 | 31.4 | C | 0.49 | 31.4 | C |
| | | R | 1.34 | 221.9 | F | 1.42 | 254.9 | F | 1.42 | 254.9 | F |
| 167th Street | WB | L | 0.45 | 30.8 | C | 0.45 | 30.7 | C | 0.45 | 30.7 | C |
| | | T | 0.58 | 33.3 | C | 0.59 | 33.4 | C | 0.59 | 33.4 | C |
| | | R | 0.28 | 29.9 | C | 0.28 | 30.1 | C | 0.28 | 30.1 | C |
| Jerome Avenue | NB | LTR | 0.88 | 46.9 | D | - | - | - | - | - | - |
| | | DefL | - | - | F | 0.79 | 50.0 | D | 0.79 | 50.0 | D |
| | | TR | - | - | F | 0.86 | 50.8 | D | 0.86 | 50.8 | D |
| | SB | LTR | 0.53 | 29.2 | C | 0.50 | 28.4 | C | 0.50 | 28.4 | C |
| Cromwell Avenue | NE-B | R | 0.15 | 25.4 | C | 0.17 | 25.7 | C | 0.17 | 25.7 | C |
| | **Overall Intersection** | - | | **67.0** | **E** | | **73.8** | **E** | 0.00 | **73.8** | **E** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.76 | 24.8 | C | 0.81 | 28.2 | C | 0.83 | 30.5 | C |
| | WB | LTR | 0.75 | 24.2 | C | 0.75 | 24.6 | C | 0.77 | 26.1 | C |
| River Avenue | NB | LTR | 1.14 | 130.4 | F | 1.19 | 150.8 | F | 1.14 | 129.7 | F |
| | SB | LTR | 0.55 | 34.5 | C | 0.55 | 34.7 | C | 0.53 | 32.7 | C |
| | **Overall Intersection** | - | | **47.0** | **D** | | **52.6** | **D** | | **49.5** | **D** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.83 | 57.4 | E | 0.87 | 61.7 | E | 0.87 | 61.7 | E |
| | WB | LTR | 0.73 | 52.9 | D | 0.78 | 56.3 | E | 0.78 | 56.3 | E |
| Grand Concourse Mainline | NB | L | 0.55 | 65.3 | E | 0.58 | 67.1 | E | 0.58 | 67.1 | E |
| | | T | 0.49 | 22.6 | C | 0.49 | 22.6 | C | 0.49 | 22.6 | C |
| | SB | L | 0.65 | 72.0 | E | 0.65 | 72.0 | E | 0.65 | 72.0 | E |
| | | T | 0.51 | 23.1 | C | 0.52 | 23.1 | C | 0.52 | 23.1 | C |
| Grand Concourse Service Road | NB | TR | 0.87 | 43.1 | D | 0.87 | 43.3 | D | 0.87 | 43.3 | D |
| | SB | TR | 0.59 | 27.2 | C | 0.60 | 27.3 | C | 0.60 | 27.3 | C |
| | **Overall Intersection** | - | | **43.7** | **D** | | **45.6** | **D** | | **45.6** | **D** |

# 2026 Lower Density Alternative Saturday Midday Mitigations

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.74 | 67.5 | E | 0.77 | 71.7 | E | 0.73 | 65.0 | E |
| | | TR | 0.94 | 88.5 | F | 1.02 | 108.5 | F | 0.98 | 96.5 | F |
| | WB | L | 0.29 | 41.0 | D | 0.31 | 42.1 | D | 0.29 | 40.5 | D |
| | | TR | 0.86 | 72.3 | E | 0.90 | 78.5 | E | 0.87 | 71.7 | E |
| Grand Concourse Mainline | NB | L | 0.72 | 78.1 | E | 0.77 | 83.1 | F | 0.70 | 74.0 | E |
| | | T | 0.50 | 23.4 | C | 0.50 | 23.5 | C | 0.52 | 25.0 | C |
| | SB | L | 0.92 | 102.1 | F | 0.92 | 102.1 | F | 0.86 | 87.5 | F |
| | | T | 0.45 | 22.5 | C | 0.45 | 22.6 | C | 0.47 | 24.1 | C |
| Grand Concourse Service Road | NB | TR | 0.71 | 32.7 | C | 0.72 | 32.9 | C | 0.74 | 35.8 | D |
| | SB | TR | 0.43 | 23.4 | C | 0.43 | 23.5 | C | 0.45 | 25.1 | C |
| | **Overall Intersection** | - | | **50.8** | **D** | | **56.9** | **E** | | **54.0** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 0.86 | 65.2 | E | 0.88 | 67.6 | E | 0.85 | 61.7 | E |
| | WB | LTR | 1.06 | 114.1 | F | 1.08 | 122.2 | F | 1.04 | 108.2 | F |
| Grand Concourse Mainline | NB | L | 0.66 | 75.6 | E | 0.71 | 79.5 | E | 0.64 | 71.4 | E |
| | | T | 0.52 | 26.8 | C | 0.52 | 26.9 | C | 0.55 | 28.6 | C |
| | SB | L | 0.63 | 68.5 | E | 0.63 | 68.5 | E | 0.58 | 63.8 | E |
| | | T | 0.47 | 25.8 | C | 0.48 | 26.0 | C | 0.50 | 27.6 | C |
| Grand Concourse Service Road | NB | TR | 0.50 | 28.3 | C | 0.51 | 28.5 | C | 0.53 | 30.4 | C |
| | SB | TR | 0.59 | 31.3 | C | 0.60 | 31.7 | C | 0.63 | 34.1 | C |
| | **Overall Intersection** | - | | **58.1** | **E** | | **60.9** | **E** | | **57.3** | **E** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.46 | 37.6 | D | 0.48 | 38.8 | D | 0.50 | 40.5 | D |
| | | TR | 0.39 | 34.0 | C | 0.46 | 36.1 | D | 0.48 | 37.3 | D |
| | WB | L | 0.47 | 38.4 | D | 0.48 | 39.0 | D | 0.50 | 40.8 | D |
| | | TR | 0.45 | 34.5 | C | 0.49 | 35.6 | D | 0.51 | 36.7 | D |
| Grand Concourse Mainline | NB | L | 0.47 | 63.4 | E | 0.59 | 69.7 | E | 0.53 | 64.6 | E |
| | | T | 0.56 | 25.1 | C | 0.57 | 25.3 | C | 0.57 | 25.3 | C |
| | SB | L | 0.27 | 56.3 | E | 0.27 | 56.3 | E | 0.25 | 54.4 | D |
| | | T | 0.39 | 22.1 | C | 0.40 | 22.3 | C | 0.40 | 22.3 | C |
| Grand Concourse Service Road | NB | TR | 0.66 | 31.3 | C | 0.67 | 31.7 | C | 0.66 | 30.4 | C |
| | SB | TR | 0.64 | 30.3 | C | 0.65 | 30.7 | C | 0.64 | 29.5 | C |
| | **Overall Intersection** | - | | **32.9** | **C** | | **33.7** | **C** | | **33.7** | **C** |

# 2026 Lower Density Alternative Saturday Midday Mitigations

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 0.03 | 29.3 | C | 0.03 | 29.3 | C | 0.03 | 29.3 | C |
| | | TR | 1.04 | 104.4 | F | 1.15 | 140.6 | F | 1.15 | 140.6 | F |
| | WB | L | 0.76 | 67.3 | E | 0.83 | 80.5 | F | 0.83 | 80.5 | F |
| | | TR | 0.84 | 62.9 | E | 0.85 | 63.3 | E | 0.85 | 63.3 | E |
| Grand Concourse Mainline | NB | T | 0.56 | 28.3 | C | 0.58 | 28.8 | C | 0.58 | 28.8 | C |
| | SB | L | 0.83 | 106.4 | F | 0.78 | 95.2 | F | 0.78 | 95.2 | F |
| | | T | 0.37 | 24.9 | C | 0.39 | 25.2 | C | 0.39 | 25.2 | C |
| Grand Concourse Service Road | NB | TR | 0.77 | 41.0 | D | 0.78 | 42.1 | D | 0.78 | 42.1 | D |
| | SB | TR | 0.61 | 33.2 | C | 0.62 | 33.7 | C | 0.62 | 33.7 | C |
| | **Overall Intersection** | - | | **60.1** | **E** | | **71.1** | **E** | | **71.1** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.69 | 47.0 | D | 0.69 | 47.0 | D | 0.66 | 44.4 | D |
| | WB | LTR | 1.05 | 98.3 | F | 1.08 | 106.6 | F | 1.05 | 94.6 | F |
| Edward L. Grant Highway | NB | LTR | 0.32 | 11.0 | B | 0.32 | 11.1 | B | 0.33 | 11.6 | B |
| | SB | LTR | - | - | F | - | - | - | - | - | - |
| | | DefL | 0.72 | 25.4 | C | 0.75 | 27.1 | C | 0.76 | 28.9 | C |
| | | TR | 0.60 | 16.3 | B | 0.61 | 16.6 | B | 0.62 | 17.4 | B |
| | **Overall Intersection** | - | | **39.7** | **D** | | **41.9** | **D** | | **39.3** | **D** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.16 | 116.7 | F | 1.26 | 155.8 | F | 1.15 | 111.9 | F |
| | WB | TR | 0.47 | 19.1 | B | 0.53 | 20.3 | C | 0.51 | 18.5 | B |
| Inwood Avenue | NB | LTR | 0.56 | 33.0 | C | 0.57 | 33.4 | C | 0.63 | 36.9 | D |
| | **Overall Intersection** | - | | **68.7** | **E** | | **85.2** | **F** | | **65.2** | **E** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.03 | 86.9 | F | 1.04 | 91.6 | F | 0.99 | 75.3 | E |
| | | LR | 1.06 | 94.4 | F | 1.09 | 104.0 | F | 1.04 | 87.9 | F |
| University Avenue | NB | T | 0.39 | 9.5 | A | 0.40 | 9.5 | A | 0.40 | 10.1 | B |
| | SB | T | 0.22 | 8.1 | A | 0.23 | 8.2 | A | 0.23 | 8.6 | A |
| | **Overall Intersection** | - | | **40.4** | **D** | | **43.3** | **D** | | **37.4** | **D** |

1 - "Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.

2 - V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.

3 - Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as

4 - The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

# 2026 Action Expanded Rezoning Area Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.95 | 56.2 | E | 0.68 | 28.1 | C | 1.00 | 66.5 | E | 0.95 | 50.8 | D |
| | WB | LTR | 0.76 | 35.8 | D | 0.63 | 26.4 | C | 0.81 | 39.6 | D | 0.70 | 28.1 | C |
| Jerome Avenue | NB | LTR | 0.58 | 33.6 | C | 1.31 | 189.7 | F | 1.46 | 256.1 | F | 0.99 | 70.2 | E |
| | SB | LT | 0.64 | 36.9 | D | 0.79 | 38.9 | D | 0.72 | 39.4 | D | 0.71 | 33.7 | C |
| | | R | 0.34 | 27.9 | C | 0.29 | 22.9 | C | 0.29 | 26.9 | C | 0.26 | 22.3 | C |
| **Overall Intersection** | | **-** | | **42.1** | **D** | | **63.6** | **E** | | **93.7** | **F** | | **43.9** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | | | | |
| Fordham Road | EB | LT | 0.82 | 23.1 | C | 0.61 | 14.9 | B | 0.86 | 22.4 | C | 0.66 | 17.5 | B |
| | WB | LTR | 0.76 | 19.7 | B | 0.52 | 13.4 | B | 0.72 | 15.4 | B | 0.69 | 18.8 | B |
| Jerome Avenue | NB | LTR | 1.11 | 126.4 | F | 1.26 | 169.0 | F | 1.62 | 340.4 | F | 1.21 | 158.0 | F |
| | SB | LTR | 1.05 | 110.0 | F | 1.09 | 103.7 | F | 1.38 | 239.7 | F | 1.02 | 92.2 | F |
| **Overall Intersection** | | **-** | | **44.1** | **D** | | **56.3** | **E** | | **90.9** | **F** | | **49.6** | **D** |
| **Jerome Avenue and 184th Street** | | | | | | | | | | | | | | |
| 184th Street | WB | LTR | 0.39 | 36.2 | D | 0.41 | 36.7 | D | 0.56 | 41.0 | D | 0.59 | 41.9 | D |
| Jerome Avenue | NB | LTR | 0.23 | 13.8 | B | 0.27 | 14.2 | B | 0.32 | 14.9 | B | 0.35 | 15.2 | B |
| | SB | LTR | 0.22 | 13.6 | B | 0.28 | 14.4 | B | 0.27 | 14.3 | B | 0.28 | 14.4 | B |
| **Overall Intersection** | | **-** | | **18.2** | **B** | | **17.9** | **B** | | **20.2** | **C** | | **20.3** | **C** |
| **Jerome Avenue and E. 183rd Street** | | | | | | | | | | | | | | |
| E. 183rd Street | WB | LR | 0.37 | 36.4 | D | 0.34 | 35.4 | D | 0.55 | 41.3 | D | 0.42 | 37.2 | D |
| Jerome Avenue | NB | TR | 0.46 | 17.6 | B | 0.51 | 18.6 | B | 0.56 | 19.6 | B | 0.52 | 18.7 | B |
| | SB | LT | 0.52 | 19.5 | B | 0.63 | 22.7 | C | 0.61 | 21.8 | C | 0.66 | 23.3 | C |
| **Overall Intersection** | | **-** | | **21.1** | **C** | | **22.3** | **C** | | **24.3** | **C** | | **23.3** | **C** |
| **Jerome Avenue and W. 183rd Street** | | | | | | | | | | | | | | |
| W. 183rd Street | EB | LR | 0.54 | 41.8 | D | 0.33 | 35.2 | D | 0.54 | 41.0 | D | 0.59 | 43.8 | D |
| Jerome Avenue | NB | LT | 0.55 | 20.1 | C | 0.60 | 21.6 | C | 0.57 | 20.4 | C | 0.54 | 19.5 | B |
| | SB | TR | 0.46 | 17.9 | B | 0.68 | 24.3 | C | 0.69 | 24.3 | C | 0.74 | 27.0 | C |
| **Overall Intersection** | | **-** | | **23.4** | **C** | | **24.4** | **C** | | **25.6** | **C** | | **27.2** | **C** |
| **Jerome Avenue and W. 182nd Street** | | | | | | | | | | | | | | |
| Jerome Avenue | NB | LT | 0.24 | 13.9 | B | 0.30 | 15.1 | B | 0.24 | 14.4 | B | 0.28 | 14.8 | B |
| | SB | TR | 0.25 | 13.9 | B | 0.25 | 14.5 | B | 0.25 | 14.5 | B | 0.28 | 14.7 | B |
| **Overall Intersection** | | **-** | | **13.9** | **B** | | **14.8** | **B** | | **14.4** | **B** | | **14.7** | **B** |
| **Jerome Avenue and E. 181st Street** | | | | | | | | | | | | | | |
| E. 181st Street | WB | LTR | 0.50 | 37.9 | D | 0.55 | 39.0 | D | 0.58 | 39.7 | D | 0.44 | 36.3 | D |
| Jerome Avenue | NB | LT | 0.23 | 13.8 | B | 0.27 | 14.2 | B | 0.26 | 14.1 | B | 0.32 | 14.7 | B |
| | SB | TR | 0.20 | 13.4 | B | 0.27 | 14.2 | B | 0.26 | 14.0 | B | 0.32 | 14.8 | B |
| **Overall Intersection** | | **-** | | **20.8** | **C** | | **20.8** | **C** | | **21.4** | **C** | | **19.0** | **B** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.74 | 35.0 | D | 0.80 | 40.2 | D | 0.89 | 48.2 | D | 0.72 | 34.0 | C |
| | WB | LTR | 0.69 | 32.6 | C | 0.84 | 42.6 | D | 0.94 | 56.0 | E | 0.89 | 48.0 | D |
| Jerome Avenue | NB | LTR | 0.68 | 31.5 | C | 0.73 | 34.4 | C | 0.66 | 30.7 | C | 0.65 | 30.1 | C |
| | SB | LTR | 0.79 | 38.9 | D | 0.95 | 59.5 | E | 0.97 | 64.1 | E | 0.92 | 52.8 | D |
| **Overall Intersection** | | **-** | | **34.5** | **C** | | **44.9** | **D** | | **50.8** | **D** | | **42.0** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.09 | 101.9 | F | 1.07 | 97.3 | F | 1.27 | 172.1 | F | 1.14 | 119.3 | F |
| | WB | LTR | 0.98 | 70.0 | E | 0.85 | 47.1 | D | 1.32 | 193.7 | F | 1.10 | 106.8 | F |
| Jerome Avenue | NB | LTR | 0.43 | 25.8 | C | 0.50 | 27.2 | C | 0.47 | 26.7 | C | 0.70 | 33.1 | C |
| | SB | LTR | 0.64 | 31.2 | C | 0.69 | 33.0 | C | 0.73 | 34.2 | C | 0.51 | 27.4 | C |
| **Overall Intersection** | | **-** | | **58.7** | **E** | | **51.1** | **D** | | **114.7** | **F** | | **72.8** | **E** |

# 2026 Action Expanded Rezoning Area Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and E. 176th Street** | | | | | | | | | | | | | | |
| E. 176th Street | WB | LR | 0.31 | 23.6 | C | 0.27 | 23.0 | C | 0.35 | 24.2 | C | 0.24 | 22.4 | C |
| Jerome Avenue | NB | TR | 0.62 | 17.6 | B | 0.77 | 22.9 | C | 0.63 | 17.6 | B | 0.68 | 19.1 | B |
| | SB | LT | 0.71 | 21.3 | C | 0.83 | 28.0 | C | 0.74 | 22.5 | C | 0.75 | 22.7 | C |
| **Overall Intersection** | | - | | **19.9** | **B** | | **25.2** | **C** | | **20.5** | **C** | | **20.9** | **C** |
| **Jerome Avenue and E. 175th Street** | | | | | | | | | | | | | | |
| E. 175th Street | EB | LTR | 0.05 | 19.8 | B | 0.03 | 19.6 | B | 0.01 | 19.4 | B | 0.01 | 19.5 | B |
| | WB | LTR | 0.50 | 28.4 | C | 0.45 | 26.8 | C | 0.81 | 44.5 | D | 0.54 | 29.4 | C |
| Jerome Avenue | NB | LTR | 0.44 | 13.3 | B | 0.41 | 12.9 | B | 0.36 | 12.3 | B | 0.38 | 12.5 | B |
| | SB | LTR | 0.44 | 13.4 | B | 0.45 | 13.5 | B | 0.47 | 13.9 | B | 0.40 | 12.8 | B |
| **Overall Intersection** | | - | | **15.4** | **B** | | **14.9** | **B** | | **19.3** | **B** | | **15.2** | **B** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.44 | 18.2 | B | 0.33 | 16.8 | B | 0.30 | 16.5 | B | 0.27 | 16.2 | B |
| | | R | 0.52 | 20.7 | C | 0.35 | 17.8 | B | 0.29 | 17.0 | B | 0.25 | 16.5 | B |
| Jerome Avenue | NB | T | 0.24 | 16.0 | B | 0.30 | 16.5 | B | 0.27 | 16.2 | B | 0.33 | 16.8 | B |
| | | R | 0.58 | 2.0 | A | 0.59 | 2.1 | A | 0.67 | 2.9 | A | 0.69 | 3.1 | A |
| | SB | DefL | 0.77 | 37.0 | D | 0.77 | 37.6 | D | 0.95 | 63.0 | E | 0.85 | 48.1 | D |
| | | T | 0.54 | 21.7 | C | 0.54 | 21.5 | C | 0.58 | 22.6 | C | 0.56 | 21.9 | C |
| **Overall Intersection** | | - | | **16.2** | **B** | | **15.2** | **B** | | **18.5** | **B** | | **16.0** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.31 | 223.2 | F | 1.10 | 139.2 | F | 1.30 | 216.8 | F | 1.33 | 222.5 | F |
| | | TR | 0.90 | 63.8 | E | 0.78 | 48.0 | D | 0.79 | 48.9 | D | 0.82 | 49.6 | D |
| | WB | LTR | 1.10 | 99.9 | F | 1.07 | 92.6 | F | 1.08 | 89.7 | F | 0.95 | 56.2 | E |
| Jerome Avenue | NB | LTR | 0.53 | 11.2 | B | 0.50 | 10.9 | B | 0.49 | 10.6 | B | 0.55 | 11.4 | B |
| | SB | LTR | 0.75 | 16.4 | B | 0.53 | 11.4 | B | 0.51 | 11.0 | B | 0.48 | 10.6 | B |
| **Overall Intersection** | | - | | **46.9** | **D** | | **39.3** | **D** | | **44.7** | **D** | | **36.7** | **D** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.75 | 29.7 | C | 0.65 | 26.0 | C | 0.71 | 28.1 | C | 0.78 | 31.2 | C |
| Jerome Avenue | NB | TR | 0.75 | 33.9 | C | 0.72 | 32.7 | C | 0.81 | 36.3 | D | 0.88 | 40.6 | D |
| | SB | DefL | 1.16 | 126.9 | F | 0.93 | 60.7 | E | 1.08 | 103.8 | F | 1.03 | 88.7 | F |
| | | T | 0.46 | 18.2 | B | 0.43 | 17.6 | B | 0.40 | 17.2 | B | 0.41 | 17.3 | B |
| **Overall Intersection** | | - | | **50.9** | **D** | | **33.8** | **C** | | **44.6** | **D** | | **43.0** | **D** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.48 | 27.9 | C | 0.62 | 32.7 | C | 0.71 | 36.7 | D | 0.72 | 37.1 | D |
| Jerome Avenue | NB | LTR | 0.50 | 14.1 | B | 0.50 | 14.1 | B | 0.55 | 14.8 | B | 0.55 | 14.8 | B |
| | SB | LTR | 0.45 | 13.2 | B | 0.36 | 12.2 | B | 0.37 | 12.3 | B | 0.39 | 12.6 | B |
| **Overall Intersection** | | - | | **15.1** | **B** | | **15.9** | **B** | | **17.1** | **B** | | **17.4** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.74 | 41.5 | D | 0.61 | 35.3 | D | 0.82 | 47.6 | D | 0.56 | 32.6 | C |
| Jerome Avenue | NB | LT | 0.50 | 15.9 | B | 0.56 | 17.1 | B | 0.49 | 15.6 | B | 0.50 | 15.8 | B |
| | SB | TR | 0.65 | 19.3 | B | 0.58 | 17.5 | B | 0.68 | 20.1 | C | 0.60 | 17.8 | B |
| **Overall Intersection** | | - | | **22.6** | **C** | | **20.4** | **C** | | **24.6** | **C** | | **19.7** | **B** |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.33 | 23.8 | C | 0.20 | 21.8 | C | 0.25 | 22.4 | C | 0.25 | 22.4 | C |
| Jerome Avenue | NB | LT | 0.46 | 13.7 | B | 0.43 | 13.3 | B | 0.48 | 14.0 | B | 0.45 | 13.6 | B |
| | SB | TR | 0.27 | 11.3 | B | 0.23 | 11.0 | B | 0.24 | 11.1 | B | 0.24 | 11.1 | B |
| **Overall Intersection** | | - | | **14.1** | **B** | | **13.2** | **B** | | **13.8** | **B** | | **13.7** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.92 | 73.0 | E | 0.99 | 87.0 | F | 0.83 | 51.6 | D | 0.53 | 35.0 | D |
| | | R | 0.85 | 63.1 | E | 0.67 | 47.9 | D | 0.48 | 34.7 | C | 0.34 | 31.2 | C |
| Macombs Dam Bridge | NB | T | 0.21 | 20.0 | B | 0.31 | 21.1 | C | 0.44 | 26.2 | C | 0.51 | 27.2 | C |
| | SB | T | 0.56 | 24.7 | C | 0.50 | 23.8 | C | 0.56 | 28.3 | C | 0.54 | 27.9 | C |
| **Overall Intersection** | | - | | **39.4** | **D** | | **39.1** | **D** | | **33.3** | **C** | | **29.1** | **C** |

# 2026 Action Expanded Rezoning Area Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.96 | 65.8 | E | 0.67 | 36.0 | D | 0.74 | 39.2 | D | 0.75 | 39.1 | D |
| | WB | LTR | 1.11 | 109.5 | F | 1.02 | 84.6 | F | 1.21 | 148.3 | F | 1.13 | 119.8 | F |
| Jerome Avenue | NB | LTR | 0.35 | 13.3 | B | 0.38 | 13.7 | B | 0.40 | 13.9 | B | 0.41 | 14.0 | B |
| | SB | LTR | 0.30 | 12.7 | B | 0.23 | 12.0 | B | 0.24 | 12.1 | B | 0.26 | 12.3 | B |
| **Overall Intersection** | | - | | **50.9** | **D** | | **35.3** | **D** | | **55.9** | **E** | | **46.0** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.59 | 33.5 | C | 0.44 | 30.7 | C | 0.60 | 33.7 | C | 0.50 | 31.6 | C |
| | | R | 1.50 | 286.4 | F | 1.18 | 162.7 | F | 1.59 | 332.5 | F | 1.61 | 336.8 | F |
| 167th Street | WB | L | 0.53 | 33.1 | C | 0.44 | 30.8 | C | 0.52 | 32.9 | C | 0.45 | 30.9 | C |
| | | T | 0.68 | 37.5 | D | 0.59 | 33.8 | C | 0.79 | 43.2 | D | 0.59 | 33.4 | C |
| | | R | 0.11 | 8.7 | A | 0.29 | 11.5 | B | 0.25 | 29.5 | C | 0.29 | 30.2 | C |
| Jerome Avenue | NB | DefL | 0.96 | 87.4 | F | 0.99 | 94.3 | F | 1.61 | 330.6 | F | 0.88 | 64.4 | E |
| | | TR | 0.83 | 50.3 | D | 0.81 | 47.1 | D | 0.79 | 45.0 | D | 0.90 | 57.5 | E |
| | SB | LTR | 0.57 | 29.8 | C | 0.56 | 30.1 | C | 0.53 | 28.9 | C | 0.51 | 28.7 | C |
| Cromwell Avenue | NE-B | R | 0.10 | 6.7 | A | 0.07 | 6.5 | A | 0.08 | 6.6 | A | 0.10 | 6.8 | A |
| **Overall Intersection** | | - | | **84.4** | **F** | | **51.9** | **D** | | **102.2** | **F** | | **89.3** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.94 | 43.4 | D | 0.78 | 25.9 | C | 0.89 | 36.4 | D | 0.83 | 29.5 | C |
| | WB | LTR | 0.73 | 23.9 | C | 0.70 | 22.8 | C | 0.92 | 39.2 | D | 0.76 | 24.8 | C |
| River Avenue | NB | LTR | 0.71 | 46.1 | D | 1.26 | 181.7 | F | 1.12 | 128.9 | F | 1.31 | 197.4 | F |
| | SB | LTR | 0.62 | 37.4 | D | 0.47 | 32.3 | C | 0.41 | 30.4 | C | 0.57 | 35.6 | D |
| **Overall Intersection** | | - | | **36.3** | **D** | | **57.1** | **E** | | **52.4** | **D** | | **63.2** | **E** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.97 | 66.6 | E | 0.88 | 52.0 | D | 1.06 | 92.2 | F | 0.81 | 42.6 | D |
| Jerome Avenue | NB | TR | 0.34 | 12.1 | B | 0.38 | 12.5 | B | 0.45 | 13.3 | B | 0.44 | 13.1 | B |
| | SB | LT | 0.76 | 20.9 | C | 0.52 | 14.7 | B | 0.63 | 16.9 | B | 0.57 | 15.8 | B |
| **Overall Intersection** | | - | | **28.5** | **C** | | **22.3** | **C** | | **33.1** | **C** | | **20.1** | **C** |
| **Jerome Avenue and E. 164th Street** | | | | | | | | | | | | | | |
| E. 164th Street | WB | LR | 0.35 | 24.4 | C | 0.33 | 23.8 | C | 0.38 | 24.9 | C | 0.28 | 23.1 | C |
| Jerome Avenue | NB | TR | 0.35 | 12.2 | B | 0.39 | 12.6 | B | 0.44 | 13.1 | B | 0.42 | 12.9 | B |
| | SB | LT | 0.67 | 17.3 | B | 0.50 | 14.1 | B | 0.52 | 14.4 | B | 0.51 | 14.2 | B |
| **Overall Intersection** | | - | | **16.2** | **B** | | **14.4** | **B** | | **14.9** | **B** | | **14.2** | **B** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.80 | 64.4 | E | 0.80 | 59.2 | E | 1.03 | 110.8 | F | 0.52 | 41.0 | D |
| | WB | LTR | 0.50 | 44.6 | D | 0.50 | 42.2 | D | 0.60 | 48.6 | D | 0.39 | 37.1 | D |
| Grand Concourse Mainline | NB | T | 0.41 | 22.6 | C | 0.56 | 27.0 | C | 0.79 | 31.7 | C | 0.70 | 30.6 | C |
| | SB | L | 0.24 | 21.9 | C | 0.07 | 51.7 | D | 0.43 | 37.3 | D | 0.35 | 30.0 | C |
| | | T | 0.65 | 18.5 | B | 0.32 | 14.7 | B | 0.41 | 14.3 | B | 0.40 | 15.7 | B |
| Grand Concourse Service Road | NB | TR | 0.46 | 24.7 | C | 0.57 | 29.6 | C | 0.63 | 29.3 | C | 0.54 | 28.8 | C |
| | SB | TR | 0.64 | 20.5 | C | 0.62 | 21.8 | C | 0.53 | 17.6 | B | 0.50 | 18.5 | B |
| **Overall Intersection** | | - | | **32.2** | **C** | | **33.8** | **C** | | **43.6** | **D** | | **27.1** | **C** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.89 | 70.2 | E | 0.79 | 54.9 | D | 0.80 | 56.1 | E | 0.88 | 63.1 | E |
| | WB | LTR | 0.52 | 41.3 | D | 0.58 | 42.4 | D | 0.66 | 45.6 | D | 0.79 | 57.6 | E |
| Grand Concourse Mainline | NB | L | 0.43 | 60.5 | E | 0.41 | 59.4 | E | 0.46 | 61.5 | E | 0.58 | 67.1 | E |
| | | T | 0.39 | 21.0 | C | 0.46 | 22.1 | C | 0.75 | 29.0 | C | 0.49 | 22.7 | C |
| | SB | L | 0.41 | 59.2 | E | 0.45 | 61.0 | E | 0.42 | 59.7 | E | 0.65 | 72.0 | E |
| | | T | 0.96 | 45.6 | D | 0.40 | 21.2 | C | 0.54 | 23.6 | C | 0.52 | 23.2 | C |
| Grand Concourse Service Road | NB | TR | 0.69 | 31.1 | C | 0.76 | 34.4 | C | 1.05 | 82.2 | F | 0.87 | 44.1 | D |
| | SB | TR | 0.89 | 46.7 | D | 0.65 | 29.6 | C | 0.69 | 31.0 | C | 0.60 | 27.4 | C |
| **Overall Intersection** | | - | | **46.2** | **D** | | **38.5** | **D** | | **58.6** | **E** | | **46.5** | **D** |

# 2026 Action Expanded Rezoning Area Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.50 | 47.2 | D | 0.79 | 70.2 | E | 0.78 | 72.5 | E |
| | | TR | 1.44 | 272.3 | F | 0.79 | 64.3 | E | 1.12 | 139.7 | F | 1.02 | 108.5 | F |
| | WB | L | 0.67 | 70.0 | E | 0.60 | 55.6 | E | 0.75 | 73.3 | E | 0.31 | 42.1 | D |
| | | TR | 0.99 | 112.2 | F | 0.70 | 57.6 | E | 0.78 | 64.3 | E | 0.91 | 79.9 | E |
| Grand Concourse Mainline | NB | L | 0.44 | 60.9 | E | 0.59 | 68.7 | E | 0.81 | 89.0 | F | 0.77 | 83.1 | F |
| | | T | 0.42 | 22.1 | C | 0.47 | 22.9 | C | 0.79 | 31.4 | C | 0.51 | 23.6 | C |
| | SB | L | 1.00 | 120.8 | F | 0.66 | 69.5 | E | 0.94 | 105.8 | F | 0.92 | 102.1 | F |
| | | T | 0.86 | 35.3 | D | 0.35 | 21.1 | C | 0.52 | 23.8 | C | 0.46 | 22.7 | C |
| Grand Concourse Service Road | NB | TR | 0.77 | 38.1 | D | 0.79 | 38.2 | D | 1.00 | 70.4 | E | 0.74 | 34.1 | C |
| | SB | TR | 0.69 | 31.2 | C | 0.47 | 24.3 | C | 0.51 | 25.4 | C | 0.44 | 23.6 | C |
| **Overall Intersection** | | - | | **95.3** | **F** | | **43.6** | **D** | | **72.7** | **E** | | **57.4** | **E** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.03 | 101.7 | F | 1.15 | 145.4 | F | 1.08 | 117.3 | F | 0.91 | 71.6 | E |
| | WB | LTR | 1.18 | 159.1 | F | 1.17 | 151.2 | F | 1.24 | 178.8 | F | 1.09 | 124.6 | F |
| Grand Concourse Mainline | NB | L | 0.40 | 61.0 | E | 0.66 | 75.9 | E | 0.78 | 88.6 | F | 0.71 | 80.2 | F |
| | | T | 0.42 | 25.1 | C | 0.47 | 26.0 | C | 0.80 | 35.0 | C | 0.53 | 27.0 | C |
| | SB | L | 1.03 | 132.3 | F | 0.47 | 60.3 | E | 0.73 | 76.8 | E | 0.63 | 68.5 | E |
| | | T | 0.92 | 43.3 | D | 0.42 | 25.1 | C | 0.55 | 27.3 | C | 0.48 | 26.1 | C |
| Grand Concourse Service Road | NB | TR | 0.64 | 33.5 | C | 0.64 | 33.1 | C | 0.90 | 53.3 | D | 0.51 | 28.6 | C |
| | SB | TR | 0.81 | 43.1 | D | 0.63 | 32.8 | C | 0.63 | 32.7 | C | 0.61 | 31.8 | C |
| **Overall Intersection** | | - | | **78.6** | **E** | | **87.7** | **F** | | **89.5** | **F** | | **62.3** | **E** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | | | | |
| 170th Street | EB | L | 0.24 | 31.3 | C | 0.45 | 37.0 | D | 0.42 | 37.0 | D | 0.49 | 39.2 | D |
| | | TR | 0.72 | 48.2 | D | 0.45 | 35.9 | D | 0.52 | 38.7 | D | 0.42 | 34.9 | C |
| | WB | L | 0.50 | 40.9 | D | 0.24 | 31.8 | C | 0.45 | 38.2 | D | 0.47 | 38.7 | D |
| | | TR | 0.40 | 33.7 | C | 0.45 | 34.9 | C | 0.55 | 37.3 | D | 0.51 | 36.0 | D |
| Grand Concourse Mainline | NB | L | 0.23 | 55.4 | E | 0.40 | 60.9 | E | 0.85 | 98.4 | F | 0.55 | 67.5 | E |
| | | T | 0.38 | 22.1 | C | 0.47 | 23.5 | C | 0.78 | 31.2 | C | 0.57 | 25.4 | C |
| | SB | L | 0.34 | 58.6 | E | 0.20 | 54.5 | D | 0.33 | 58.1 | E | 0.27 | 56.3 | E |
| | | T | 0.76 | 30.5 | C | 0.32 | 21.2 | C | 0.43 | 22.8 | C | 0.40 | 22.4 | C |
| Grand Concourse Service Road | NB | TR | 0.53 | 27.0 | C | 0.56 | 27.8 | C | 0.71 | 33.6 | C | 0.68 | 31.8 | C |
| | SB | TR | 0.70 | 32.9 | C | 0.62 | 29.9 | C | 0.67 | 31.6 | C | 0.65 | 30.9 | C |
| **Overall Intersection** | | - | | **35.0** | **D** | | **31.7** | **C** | | **34.8** | **C** | | **33.8** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 63.3 | E | 1.17 | 176.3 | F | 0.03 | 29.3 | C |
| | | TR | 1.22 | 172.4 | F | 1.15 | 144.4 | F | 1.15 | 141.9 | F | 1.18 | 151.0 | F |
| | WB | L | 0.04 | 30.3 | C | 0.05 | 29.9 | C | 0.07 | 31.0 | C | 0.85 | 83.1 | F |
| | | TR | 1.00 | 98.1 | F | 1.10 | 124.2 | F | 1.16 | 145.7 | F | 0.85 | 63.3 | E |
| Grand Concourse Mainline | NB | T | 0.33 | 23.8 | C | 0.47 | 26.5 | C | 0.73 | 32.1 | C | 0.59 | 28.9 | C |
| | SB | L | 0.56 | 67.8 | E | 0.40 | 60.7 | E | 0.93 | 121.5 | F | 0.78 | 95.2 | F |
| | | T | 0.77 | 33.7 | C | 0.37 | 24.9 | C | 0.43 | 25.3 | C | 0.39 | 25.3 | C |
| Grand Concourse Service Road | NB | TR | 0.44 | 27.2 | C | 0.65 | 34.5 | C | 0.71 | 36.7 | D | 0.78 | 42.3 | D |
| | SB | TR | 0.75 | 39.3 | D | 0.44 | 27.9 | C | 0.80 | 43.7 | D | 0.63 | 33.8 | C |
| **Overall Intersection** | | - | | **82.4** | **F** | | **84.7** | **F** | | **97.9** | **F** | | **74.2** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.65 | 43.9 | D | 0.34 | 35.3 | D | 0.77 | 53.2 | D | 0.71 | 48.3 | D |
| | WB | LTR | 1.07 | 104.4 | F | 0.88 | 61.9 | E | 1.03 | 91.8 | F | 1.11 | 117.2 | F |
| Edward L. Grant Highway | NB | LTR | 0.31 | 11.0 | B | 0.26 | 10.5 | B | 0.57 | 15.0 | B | 0.33 | 11.2 | B |
| | SB | LTR | 0.68 | 17.7 | B | 0.50 | 13.7 | B | 0.76 | 20.5 | C | - | - | - |
| | | DefL | - | - | - | - | - | - | - | - | - | 0.82 | 34.9 | C |
| | | TR | - | - | - | - | - | - | - | - | - | 0.62 | 16.9 | B |
| **Overall Intersection** | | - | | **38.7** | **D** | | **26.6** | **C** | | **37.0** | **D** | | **45.6** | **D** |

## 2026 Action Expanded Rezoning Area Alternative

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | Mid Peak Hour | | | PM Peak Hour | | | Sat Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Edward L. Grant Highway and W. 169th Street** | | | | | | | | | | | | | | |
| W. 169th Street | WB | LR | 0.41 | 43.1 | D | 0.45 | 44.3 | D | 0.49 | 46.1 | D | 0.52 | 46.4 | D |
| Edward L. Grant Highway | NB | TR | 0.29 | 10.7 | B | 0.32 | 11.0 | B | 0.38 | 11.6 | B | 0.32 | 11.0 | B |
| | SB | LT | 0.57 | 14.9 | B | 0.47 | 13.2 | B | 0.69 | 18.3 | B | 0.52 | 14.0 | B |
| **Overall Intersection** | | - | | **15.9** | **B** | | **15.4** | **B** | | **17.7** | **B** | | **16.4** | **B** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.02 | 72.1 | E | 1.16 | 123.8 | F | 1.30 | 176.6 | F | 1.26 | 157.7 | F |
| | WB | TR | 0.52 | 20.2 | C | 0.50 | 19.8 | B | 0.62 | 22.5 | C | 0.53 | 20.3 | C |
| Inwood Avenue | NB | LTR | 0.73 | 41.6 | D | 0.67 | 37.6 | D | 0.79 | 44.6 | D | 0.58 | 33.6 | C |
| **Overall Intersection** | | - | | **47.6** | **D** | | **67.6** | **E** | | **88.5** | **F** | | **86.1** | **F** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | | | | |
| W. 170th Street | EB | TR | 0.48 | 16.5 | B | 0.44 | 15.8 | B | 0.47 | 16.4 | B | 0.54 | 17.4 | B |
| | WB | LT | 0.42 | 15.7 | B | 0.41 | 15.7 | B | 0.68 | 22.5 | C | 0.53 | 18.0 | B |
| Cromwell Avenue | SB | LTR | 0.60 | 27.2 | C | 0.67 | 29.4 | C | 0.75 | 33.6 | C | 0.79 | 36.0 | D |
| **Overall Intersection** | | - | | **19.1** | **B** | | **20.1** | **C** | | **23.7** | **C** | | **23.3** | **C** |
| **University Avenue and Washington Bridge On-Ramps** | | | | | | | | | | | | | | |
| University Avenue | NB | L | 0.51 | 10.5 | B | 0.47 | 4.4 | A | 0.60 | 12.1 | B | 0.50 | 8.4 | A |
| | | T | 0.47 | 13.4 | B | 0.39 | 12.5 | B | 0.52 | 14.1 | B | 0.49 | 13.7 | B |
| | SB | TR | 0.65 | 16.6 | B | 0.49 | 13.8 | B | 0.60 | 15.5 | B | 0.57 | 15.0 | B |
| **Overall Intersection** | | - | | **14.3** | **B** | | **11.2** | **B** | | **14.2** | **B** | | **13.2** | **B** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.96 | 70.3 | E | 0.65 | 37.8 | D | 1.13 | 121.2 | F | 1.05 | 94.0 | F |
| | | LR | 1.05 | 91.8 | F | 0.71 | 40.0 | D | 1.08 | 101.1 | F | 1.10 | 107.3 | F |
| University Avenue | NB | T | 0.41 | 9.8 | A | 0.84 | 37.4 | D | 0.89 | 39.8 | D | 0.78 | 33.8 | C |
| | SB | T | 0.28 | 8.5 | A | 0.34 | 24.8 | C | 0.42 | 24.4 | C | 0.45 | 26.3 | C |
| **Overall Intersection** | | - | | **35.6** | **D** | | **35.2** | **D** | | **62.0** | **E** | | **58.1** | **E** |
| **Unsignalized** | | | | | | | | | | | | | | |
| **Macombs Road and W 172nd Street** | | | | | | | | | | | | | | |
| W 172nd Street | WB | LR | 0.27 | 13.9 | B | 0.24 | 13.7 | B | 0.46 | 19.5 | C | 0.29 | 14.9 | B |

- "Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s),
- V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.
- Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as noted in
- The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

# 2026 Action Expanded Rezoning Area Alternative AM Mitigation

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.82 | 23.1 | C | 0.82 | 23.1 | C | 0.92 | 35.8 | D |
| | WB | LTR | 0.76 | 19.7 | B | 0.76 | 19.7 | B | 0.85 | 28.5 | C |
| Jerome Avenue | NB | LTR | 0.88 | 67.6 | E | 1.11 | 126.4 | F | 0.91 | 66.2 | E |
| | SB | LTR | 1.11 | 127.5 | F | 1.05 | 110.0 | F | 0.83 | 57.3 | E |
| **Overall Intersection** | | - | | **39.3** | **D** | | **44.1** | **D** | | **39.1** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.07 | 95.4 | F | 1.09 | 101.9 | F | 1.06 | 92.6 | F |
| | WB | LTR | 1.00 | 75.8 | E | 0.98 | 70.0 | E | 0.96 | 64.4 | E |
| Jerome Avenue | NB | LTR | 0.37 | 24.6 | C | 0.43 | 25.8 | C | 0.44 | 26.6 | C |
| | SB | LTR | 0.61 | 30.1 | C | 0.64 | 31.2 | C | 0.66 | 32.4 | C |
| **Overall Intersection** | | - | | **58.4** | **E** | | **58.7** | **E** | | **55.3** | **E** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.11 | 152.9 | F | 1.31 | 223.2 | F | 1.12 | 147.9 | F |
| | | TR | 0.89 | 62.1 | E | 0.90 | 63.8 | E | 0.83 | 50.9 | D |
| | WB | LTR | 1.10 | 99.2 | F | 1.10 | 99.9 | F | 1.01 | 68.4 | E |
| Jerome Avenue | NB | LTR | 0.48 | 10.6 | B | 0.53 | 11.2 | B | 0.55 | 12.6 | B |
| | SB | LTR | 0.71 | 15.2 | B | 0.75 | 16.4 | B | 0.79 | 19.2 | B |
| **Overall Intersection** | | - | | **42.9** | **D** | | **46.9** | **D** | | **36.7** | **D** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.74 | 29.2 | C | 0.75 | 29.7 | C | 0.82 | 36.0 | D |
| Jerome Avenue | NB | TR | 0.64 | 30.7 | C | 0.75 | 33.9 | C | 0.75 | 33.9 | C |
| | SB | DefL | 1.02 | 78.0 | E | 1.16 | 126.9 | F | 1.02 | 77.1 | E |
| | | T | 0.48 | 18.5 | B | 0.46 | 18.2 | B | 0.43 | 15.9 | B |
| **Overall Intersection** | | - | | **38.7** | **D** | | **50.9** | **D** | | **40.9** | **D** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.88 | 64.9 | E | 0.92 | 73.0 | E | 0.87 | 62.3 | E |
| | | R | 0.85 | 63.1 | E | 0.85 | 63.1 | E | 0.80 | 55.7 | E |
| Macombs Dam Bridge | NB | T | 0.21 | 19.9 | B | 0.21 | 20.0 | B | 0.22 | 20.7 | C |
| | SB | T | 0.51 | 23.9 | C | 0.56 | 24.7 | C | 0.58 | 25.7 | C |
| **Overall Intersection** | | - | | **37.8** | **D** | | **39.4** | **D** | | **36.8** | **D** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.88 | 51.9 | D | 0.96 | 65.8 | E | 0.89 | 50.7 | D |
| | WB | LTR | 1.07 | 96.4 | F | 1.11 | 109.5 | F | 1.03 | 81.7 | F |
| Jerome Avenue | NB | LTR | 0.33 | 13.0 | B | 0.35 | 13.3 | B | 0.37 | 14.6 | B |
| | SB | LTR | 0.24 | 12.2 | B | 0.30 | 12.7 | B | 0.31 | 14.0 | B |
| **Overall Intersection** | | - | | **44.9** | **D** | | **50.9** | **D** | | **40.7** | D |

# 2026 Action Expanded Rezoning Area Alternative AM Mitigation

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.54 | 32.4 | C | 0.59 | 33.5 | C | 0.59 | 33.5 | C |
| | | R | 1.18 | 154.9 | F | 1.50 | 286.4 | F | 1.50 | 286.4 | F |
| 167th Street | WB | L | 0.52 | 32.6 | C | 0.53 | 33.1 | C | 0.53 | 33.1 | C |
| | | T | 0.67 | 37.1 | D | 0.68 | 37.5 | D | 0.68 | 37.5 | D |
| | | R | 0.09 | 8.4 | A | 0.11 | 8.7 | A | 0.11 | 8.7 | A |
| Jerome Avenue | NB | DefL | 0.84 | 63.6 | E | 0.96 | 87.4 | F | 0.96 | 87.4 | F |
| | | TR | 0.82 | 49.0 | D | 0.83 | 50.3 | D | 0.83 | 50.3 | D |
| | SB | LTR | 0.55 | 29.2 | C | 0.57 | 29.8 | C | 0.57 | 29.8 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.8 | C | 0.10 | 6.7 | A | 0.10 | 6.7 | A |
| **Overall Intersection** | | - | | **55.0** | **D** | | **84.4** | **F** | | **84.4** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.89 | 36.6 | D | 0.94 | 43.4 | D | 0.94 | 43.4 | D |
| | WB | LTR | 0.73 | 23.7 | C | 0.73 | 23.9 | C | 0.73 | 23.9 | C |
| River Avenue | NB | LTR | 0.63 | 39.6 | D | 0.71 | 46.1 | D | 0.71 | 46.1 | D |
| | SB | LTR | 0.61 | 36.6 | D | 0.62 | 37.4 | D | 0.62 | 37.4 | D |
| **Overall Intersection** | | - | | **32.4** | **C** | | **36.3** | **D** | | **36.3** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.94 | 61.8 | E | 0.97 | 66.6 | E | 0.94 | 59.0 | E |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.34 | 12.1 | B | 0.35 | 12.7 | B |
| | SB | LT | 0.71 | 19.2 | B | 0.76 | 20.9 | C | 0.78 | 22.3 | C |
| **Overall Intersection** | | - | | **26.7** | **C** | | **28.5** | **C** | | **27.6** | **C** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.92 | 101.6 | F | 0.88 | 91.5 | F |
| | | TR | 1.38 | 247.1 | F | 1.44 | 272.3 | F | 1.39 | 248.8 | F |
| | WB | L | 0.64 | 66.3 | E | 0.67 | 70.0 | E | 0.63 | 64.1 | E |
| | | TR | 0.99 | 110.8 | F | 0.99 | 112.2 | F | 0.96 | 101.9 | F |
| Grand Concourse Mainline | NB | L | 0.45 | 61.1 | E | 0.44 | 60.9 | E | 0.44 | 60.9 | E |
| | | T | 0.42 | 22.1 | C | 0.42 | 22.1 | C | 0.43 | 22.8 | C |
| | SB | L | 1.00 | 120.8 | F | 1.00 | 120.8 | F | 1.00 | 120.8 | F |
| | | T | 0.86 | 35.1 | D | 0.86 | 35.3 | D | 0.88 | 37.1 | D |
| Grand Concourse Service Road | NB | TR | 0.78 | 38.5 | D | 0.77 | 38.1 | D | 0.79 | 40.0 | D |
| | SB | TR | 0.68 | 31.0 | C | 0.69 | 31.2 | C | 0.70 | 32.4 | C |
| **Overall Intersection** | | - | | **88.8** | **F** | | **95.3** | **F** | | **89.4** | **F** |

# 2026 Action Expanded Rezoning Area Alternative AM Mitigation

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.25 | 31.5 | C | 0.24 | 31.3 | C | 0.23 | 29.5 | C |
| | | TR | 0.56 | 39.4 | D | 0.72 | 48.2 | D | 0.68 | 43.9 | D |
| | WB | L | 0.46 | 38.1 | D | 0.50 | 40.9 | D | 0.47 | 37.4 | D |
| | | TR | 0.42 | 34.1 | C | 0.40 | 33.7 | C | 0.38 | 31.8 | C |
| Grand Concourse Mainline | NB | L | 0.30 | 57.3 | E | 0.23 | 55.4 | E | 0.23 | 55.4 | E |
| | | T | 0.39 | 22.2 | C | 0.38 | 22.1 | C | 0.40 | 23.5 | C |
| | SB | L | 0.34 | 58.6 | E | 0.34 | 58.6 | E | 0.34 | 58.6 | E |
| | | T | 0.75 | 30.3 | C | 0.76 | 30.5 | C | 0.78 | 32.9 | C |
| Grand Concourse Service Road | NB | TR | 0.54 | 27.1 | C | 0.53 | 27.0 | C | 0.55 | 28.9 | C |
| | SB | TR | 0.70 | 32.6 | C | 0.70 | 32.9 | C | 0.73 | 35.8 | D |
| **Overall Intersection** | | - | | **32.9** | **C** | | **35.0** | **D** | | **35.0** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 62.3 | E | 0.71 | 62.3 | E |
| | | TR | 1.04 | 110.4 | F | 1.22 | 172.4 | F | 1.22 | 172.4 | F |
| | WB | L | 0.04 | 30.2 | C | 0.04 | 30.3 | C | 0.04 | 30.3 | C |
| | | TR | 1.00 | 98.1 | F | 1.00 | 98.1 | F | 1.00 | 98.1 | F |
| Grand Concourse Mainline | NB | T | 0.34 | 23.9 | C | 0.33 | 23.8 | C | 0.33 | 23.8 | C |
| | SB | L | 0.59 | 70.7 | E | 0.56 | 67.8 | E | 0.56 | 67.8 | E |
| | | T | 0.74 | 32.6 | C | 0.77 | 33.7 | C | 0.77 | 33.7 | C |
| Grand Concourse Service Road | NB | TR | 0.46 | 27.5 | C | 0.44 | 27.2 | C | 0.44 | 27.2 | C |
| | SB | TR | 0.74 | 38.8 | D | 0.75 | 39.3 | D | 0.75 | 39.3 | D |
| **Overall Intersection** | | - | | **66.5** | **E** | | **82.4** | **F** | | **82.4** | **F** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.64 | 43.7 | D | 0.65 | 43.9 | D | 0.61 | 40.6 | D |
| | WB | LTR | 1.00 | 84.7 | F | 1.07 | 104.4 | F | 1.00 | 82.0 | F |
| Edward L. Grant Highway | NB | LTR | 0.30 | 10.8 | B | 0.31 | 11.0 | B | 0.32 | 12.0 | B |
| | SB | LTR | 0.67 | 17.0 | B | 0.68 | 17.7 | B | 0.71 | 19.4 | B |
| **Overall Intersection** | | - | | **34.1** | **C** | | **38.7** | **D** | | **34.4** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.93 | 65.1 | E | 0.96 | 70.3 | E | 0.91 | 58.8 | E |
| | | LR | 1.03 | 84.6 | F | 1.05 | 91.8 | F | 1.01 | 78.4 | E |
| University Avenue | NB | T | 0.40 | 9.6 | A | 0.41 | 9.8 | A | 0.42 | 10.3 | B |
| | SB | T | 0.28 | 8.6 | A | 0.28 | 8.5 | A | 0.28 | 9.0 | A |
| **Overall Intersection** | | - | | **33.1** | **C** | | **35.6** | **D** | | **31.4** | **C** |

# 2026 Action Expanded Rezoning Area Alternative AM Mitigation

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.54 | 32.4 | C | 0.59 | 33.5 | C | 0.59 | 33.5 | C |
| | | R | 1.18 | 154.9 | F | 1.50 | 286.4 | F | 1.50 | 286.4 | F |
| 167th Street | WB | L | 0.52 | 32.6 | C | 0.53 | 33.1 | C | 0.53 | 33.1 | C |
| | | T | 0.67 | 37.1 | D | 0.68 | 37.5 | D | 0.68 | 37.5 | D |
| | | R | 0.09 | 8.4 | A | 0.11 | 8.7 | A | 0.11 | 8.7 | A |
| Jerome Avenue | NB | DefL | 0.84 | 63.6 | E | 0.96 | 87.4 | F | 0.96 | 87.4 | F |
| | | TR | 0.82 | 49.0 | D | 0.83 | 50.3 | D | 0.83 | 50.3 | D |
| | SB | LTR | 0.55 | 29.2 | C | 0.57 | 29.8 | C | 0.57 | 29.8 | C |
| Cromwell Avenue | NE-B | R | 0.17 | 25.8 | C | 0.10 | 6.7 | A | 0.10 | 6.7 | A |
| **Overall Intersection** | | - | | **55.0** | **D** | | **84.4** | **F** | | **84.4** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.89 | 36.6 | D | 0.94 | 43.4 | D | 0.94 | 43.4 | D |
| | WB | LTR | 0.73 | 23.7 | C | 0.73 | 23.9 | C | 0.73 | 23.9 | C |
| River Avenue | NB | LTR | 0.63 | 39.6 | D | 0.71 | 46.1 | D | 0.71 | 46.1 | D |
| | SB | LTR | 0.61 | 36.6 | D | 0.62 | 37.4 | D | 0.62 | 37.4 | D |
| **Overall Intersection** | | - | | **32.4** | **C** | | **36.3** | **D** | | **36.3** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.94 | 61.8 | E | 0.97 | 66.6 | E | 0.94 | 59.0 | E |
| Jerome Avenue | NB | TR | 0.33 | 12.0 | B | 0.34 | 12.1 | B | 0.35 | 12.7 | B |
| | SB | LT | 0.71 | 19.2 | B | 0.76 | 20.9 | C | 0.78 | 22.3 | C |
| **Overall Intersection** | | - | | **26.7** | **C** | | **28.5** | **C** | | **27.6** | **C** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.92 | 101.6 | F | 0.92 | 101.6 | F | 0.88 | 91.5 | F |
| | | TR | 1.38 | 247.1 | F | 1.44 | 272.3 | F | 1.39 | 248.8 | F |
| | WB | L | 0.64 | 66.3 | E | 0.67 | 70.0 | E | 0.63 | 64.1 | E |
| | | TR | 0.99 | 110.8 | F | 0.99 | 112.2 | F | 0.96 | 101.9 | F |
| Grand Concourse Mainline | NB | L | 0.45 | 61.1 | E | 0.44 | 60.9 | E | 0.44 | 60.9 | E |
| | | T | 0.42 | 22.1 | C | 0.42 | 22.1 | C | 0.43 | 22.8 | C |
| | SB | L | 1.00 | 120.8 | F | 1.00 | 120.8 | F | 1.00 | 120.8 | F |
| | | T | 0.86 | 35.1 | D | 0.86 | 35.3 | D | 0.88 | 37.1 | D |
| Grand Concourse Service Road | NB | TR | 0.78 | 38.5 | D | 0.77 | 38.1 | D | 0.79 | 40.0 | D |
| | SB | TR | 0.68 | 31.0 | C | 0.69 | 31.2 | C | 0.70 | 32.4 | C |
| **Overall Intersection** | | - | | **88.8** | **F** | | **95.3** | **F** | | **89.4** | **F** |

# 2026 Action Expanded Rezoning Area Alternative AM Mitigation

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.25 | 31.5 | C | 0.24 | 31.3 | C | 0.23 | 29.5 | C |
| | | TR | 0.56 | 39.4 | D | 0.72 | 48.2 | D | 0.68 | 43.9 | D |
| | WB | L | 0.46 | 38.1 | D | 0.50 | 40.9 | D | 0.47 | 37.4 | D |
| | | TR | 0.42 | 34.1 | C | 0.40 | 33.7 | C | 0.38 | 31.8 | C |
| Grand Concourse Mainline | NB | L | 0.30 | 57.3 | E | 0.23 | 55.4 | E | 0.23 | 55.4 | E |
| | | T | 0.39 | 22.2 | C | 0.38 | 22.1 | C | 0.40 | 23.5 | C |
| | SB | L | 0.34 | 58.6 | E | 0.34 | 58.6 | E | 0.34 | 58.6 | E |
| | | T | 0.75 | 30.3 | C | 0.76 | 30.5 | C | 0.78 | 32.9 | C |
| Grand Concourse Service Road | NB | TR | 0.54 | 27.1 | C | 0.53 | 27.0 | C | 0.55 | 28.9 | C |
| | SB | TR | 0.70 | 32.6 | C | 0.70 | 32.9 | C | 0.73 | 35.8 | D |
| **Overall Intersection** | | - | | **32.9** | **C** | | **35.0** | **D** | | **35.0** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 0.71 | 62.3 | E | 0.71 | 62.3 | E | 0.71 | 62.3 | E |
| | | TR | 1.04 | 110.4 | F | 1.22 | 172.4 | F | 1.22 | 172.4 | F |
| | WB | L | 0.04 | 30.2 | C | 0.04 | 30.3 | C | 0.04 | 30.3 | C |
| | | TR | 1.00 | 98.1 | F | 1.00 | 98.1 | F | 1.00 | 98.1 | F |
| Grand Concourse Mainline | NB | T | 0.34 | 23.9 | C | 0.33 | 23.8 | C | 0.33 | 23.8 | C |
| | SB | L | 0.59 | 70.7 | E | 0.56 | 67.8 | E | 0.56 | 67.8 | E |
| | | T | 0.74 | 32.6 | C | 0.77 | 33.7 | C | 0.77 | 33.7 | C |
| Grand Concourse Service Road | NB | TR | 0.46 | 27.5 | C | 0.44 | 27.2 | C | 0.44 | 27.2 | C |
| | SB | TR | 0.74 | 38.8 | D | 0.75 | 39.3 | D | 0.75 | 39.3 | D |
| **Overall Intersection** | | - | | **66.5** | **E** | | **82.4** | **F** | | **82.4** | **F** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.64 | 43.7 | D | 0.65 | 43.9 | D | 0.61 | 40.6 | D |
| | WB | LTR | 1.00 | 84.7 | F | 1.07 | 104.4 | F | 1.00 | 82.0 | F |
| Edward L. Grant Highway | NB | LTR | 0.30 | 10.8 | B | 0.31 | 11.0 | B | 0.32 | 12.0 | B |
| | SB | LTR | 0.67 | 17.0 | B | 0.68 | 17.7 | B | 0.71 | 19.4 | B |
| **Overall Intersection** | | - | | **34.1** | **C** | | **38.7** | **D** | | **34.4** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 0.93 | 65.1 | E | 0.96 | 70.3 | E | 0.91 | 58.8 | E |
| | | LR | 1.03 | 84.6 | F | 1.05 | 91.8 | F | 1.01 | 78.4 | E |
| University Avenue | NB | T | 0.40 | 9.6 | A | 0.41 | 9.8 | A | 0.42 | 10.3 | B |
| | SB | T | 0.28 | 8.6 | A | 0.28 | 8.5 | A | 0.28 | 9.0 | A |
| **Overall Intersection** | | - | | **33.1** | **C** | | **35.6** | **D** | | **31.4** | **C** |

# 2026 Action Expanded Rezoning Area Alternative MD Mitigation

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.68 | 28.1 | C | 0.68 | 28.1 | C | 0.77 | 34.2 | C |
| | WB | LTR | 0.63 | 26.4 | C | 0.63 | 26.4 | C | 0.70 | 30.5 | C |
| Jerome Avenue | NB | LTR | 1.09 | 104.5 | F | 1.31 | 189.7 | F | 1.09 | 100.4 | F |
| | SB | LT | 0.67 | 32.2 | C | 0.79 | 38.9 | D | 0.70 | 30.7 | C |
| | | R | 0.29 | 22.9 | C | 0.29 | 22.9 | C | 0.26 | 20.4 | C |
| **Overall Intersection** | | - | | **43.2** | **D** | | **63.6** | **E** | | **45.9** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.61 | 14.9 | B | 0.61 | 14.9 | B | 0.70 | 20.4 | C |
| | WB | LTR | 0.52 | 13.4 | B | 0.52 | 13.4 | B | 0.59 | 18.2 | B |
| Jerome Avenue | NB | LTR | 0.99 | 75.0 | E | 1.26 | 169.0 | F | 0.97 | 64.3 | E |
| | SB | LTR | 0.95 | 65.5 | E | 1.09 | 103.7 | F | 0.85 | 42.1 | D |
| **Overall Intersection** | | - | | **31.5** | **C** | | **56.3** | **E** | | **31.1** | C |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.76 | 37.4 | D | 0.80 | 40.2 | D | 0.80 | 40.2 | D |
| | WB | LTR | 0.72 | 33.7 | C | 0.84 | 42.6 | D | 0.84 | 42.6 | E |
| Jerome Avenue | NB | LTR | 0.66 | 31.0 | C | 0.73 | 34.4 | C | 0.73 | 34.4 | C |
| | SB | LTR | 0.68 | 31.8 | C | 0.95 | 59.5 | E | 0.95 | 59.5 | E |
| **Overall Intersection** | | - | | **33.5** | **C** | | **44.9** | **D** | | **44.9** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.05 | 91.0 | F | 1.07 | 97.3 | F | 1.05 | 87.6 | F |
| | WB | LTR | 0.84 | 46.0 | D | 0.85 | 47.1 | D | 0.84 | 44.5 | D |
| Jerome Avenue | NB | LTR | 0.48 | 26.7 | C | 0.50 | 27.2 | C | 0.51 | 28.1 | C |
| | SB | LTR | 0.60 | 30.0 | C | 0.69 | 33.0 | C | 0.71 | 34.5 | C |
| **Overall Intersection** | | - | | **49.1** | **D** | | **51.1** | **D** | | **48.7** | **D** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.02 | 116.7 | F | 1.10 | 139.2 | F | 1.03 | 115.2 | F |
| | | TR | 0.78 | 47.7 | D | 0.78 | 48.0 | D | 0.75 | 44.1 | D |
| | WB | LTR | 1.07 | 91.9 | F | 1.07 | 92.6 | F | 1.03 | 77.6 | E |
| Jerome Avenue | NB | LTR | 0.47 | 10.5 | B | 0.50 | 10.9 | B | 0.51 | 11.5 | B |
| | SB | LTR | 0.50 | 11.0 | B | 0.53 | 11.4 | B | 0.54 | 12.0 | B |
| **Overall Intersection** | | - | | **38.2** | **D** | | **39.3** | **D** | | **34.7** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.65 | 25.7 | C | 0.65 | 26.0 | C | 0.67 | 27.3 | C |
| Jerome Avenue | NB | TR | 0.67 | 31.3 | C | 0.72 | 32.7 | C | 0.72 | 32.7 | C |
| | SB | DefL | 0.88 | 51.9 | D | 0.93 | 60.7 | E | 0.88 | 53.1 | D |
| | | T | 0.40 | 17.2 | B | 0.43 | 17.6 | B | 0.42 | 16.9 | B |
| **Overall Intersection** | | - | | **31.6** | **C** | | **33.8** | **C** | | **32.5** | **C** |

# 2026 Action Expanded Rezoning Area Alternative MD Mitigation

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.95 | 78.1 | E | 0.99 | 87.0 | F | 0.93 | 72.1 | E |
| | | R | 0.67 | 47.9 | D | 0.67 | 47.9 | D | 0.63 | 44.4 | D |
| Macombs Dam Bridge | NB | T | 0.31 | 21.0 | C | 0.31 | 21.1 | C | 0.32 | 21.8 | C |
| | SB | T | 0.49 | 23.6 | C | 0.50 | 23.8 | C | 0.52 | 24.8 | C |
| **Overall Intersection** | | **-** | | **37.0** | **D** | | **39.1** | **D** | | **36.2** | **D** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.66 | 35.5 | D | 0.67 | 36.0 | D | 0.60 | 30.9 | C |
| | WB | LTR | 0.88 | 54.0 | D | 1.02 | 84.6 | F | 0.91 | 56.3 | E |
| Jerome Avenue | NB | LTR | 0.36 | 13.4 | B | 0.38 | 13.7 | B | 0.41 | 15.7 | B |
| | SB | LTR | 0.22 | 11.9 | B | 0.23 | 12.0 | B | 0.24 | 13.8 | B |
| **Overall Intersection** | | **-** | | **27.4** | **C** | | **35.3** | **D** | | **28.4** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.37 | 29.7 | C | 0.44 | 30.7 | C | 0.44 | 30.7 | C |
| | | R | 1.01 | 104.8 | F | 1.18 | 162.7 | F | 1.18 | 162.7 | F |
| 167th Street | WB | L | 0.44 | 30.9 | C | 0.44 | 30.8 | C | 0.44 | 30.8 | C |
| | | T | 0.58 | 33.6 | C | 0.59 | 33.8 | C | 0.59 | 33.8 | C |
| | | R | 0.24 | 10.4 | B | 0.29 | 11.5 | B | 0.29 | 11.5 | B |
| Jerome Avenue | NB | DefL | 0.82 | 57.4 | E | 0.99 | 94.3 | F | 0.99 | 94.3 | F |
| | | TR | 0.78 | 44.4 | D | 0.81 | 47.1 | D | 0.81 | 47.1 | D |
| | SB | LTR | 0.51 | 28.8 | C | 0.56 | 30.1 | C | 0.56 | 30.1 | C |
| Cromwell Avenue | NE-B | R | 0.09 | 24.7 | C | 0.07 | 6.5 | A | 0.07 | 6.5 | A |
| **Overall Intersection** | | **-** | | **42.0** | **D** | | **51.9** | **D** | | **51.9** | **D** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.68 | 21.5 | C | 0.78 | 25.9 | C | 0.85 | 35.1 | D |
| | WB | LTR | 0.69 | 22.3 | C | 0.70 | 22.8 | C | 0.77 | 29.2 | C |
| River Avenue | NB | LTR | 1.07 | 112.6 | F | 1.26 | 181.7 | F | 1.08 | 109.0 | F |
| | SB | LTR | 0.46 | 31.8 | C | 0.47 | 32.3 | C | 0.40 | 26.8 | C |
| **Overall Intersection** | | **-** | | **40.5** | **D** | | **57.1** | **E** | | **47.4** | **D** |
| **Grand Concourse and 176th Street** | | | | | | | | | | | |
| 176th Street | EB | LTR | 0.77 | 56.7 | E | 0.80 | 59.2 | E | 0.80 | 59.2 | E |
| | WB | LTR | 0.46 | 41.1 | D | 0.50 | 42.2 | D | 0.50 | 42.2 | D |
| Grand Concourse Mainline | NB | T | 0.55 | 26.8 | C | 0.56 | 27.0 | C | 0.65 | 33.6 | C |
| | SB | L | 0.06 | 20.3 | C | 0.07 | 51.7 | D | 0.04 | 44.8 | D |
| | | T | 0.31 | 14.6 | B | 0.32 | 14.7 | B | 0.32 | 14.7 | B |
| Grand Concourse Service Road | NB | TR | 0.56 | 29.3 | C | 0.57 | 29.6 | C | 0.66 | 37.9 | D |
| | SB | TR | 0.61 | 21.5 | C | 0.62 | 21.8 | C | 62.00 | 21.9 | C |
| **Overall Intersection** | | **-** | | **32.8** | **C** | | **33.8** | **C** | | **36.3** | **D** |

# 2026 Action Expanded Rezoning Area Alternative MD Mitigation

| INTERSECTION & APPROACH | | Mvt. | MD No-Action | | | MD With-Action | | | MD Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.70 | 48.8 | D | 0.79 | 54.9 | D | 0.76 | 51.6 | D |
| | WB | LTR | 0.51 | 40.2 | D | 0.58 | 42.4 | D | 0.56 | 40.7 | D |
| Grand Concourse Mainline | NB | L | 0.37 | 58.0 | E | 0.41 | 59.4 | E | 0.41 | 59.4 | E |
| | | T | 0.45 | 22.0 | C | 0.46 | 22.1 | C | 0.47 | 22.8 | C |
| | SB | L | 0.45 | 61.0 | E | 0.45 | 61.0 | E | 0.45 | 61.0 | E |
| | | T | 0.39 | 21.1 | C | 0.40 | 21.2 | C | 0.41 | 21.9 | C |
| Grand Concourse Service Road | NB | TR | 0.75 | 34.0 | C | 0.76 | 34.4 | C | 0.77 | 35.9 | D |
| | SB | TR | 0.65 | 29.4 | C | 0.65 | 29.6 | C | 0.66 | 30.8 | C |
| **Overall Intersection** | | - | | **36.3** | **D** | | **38.5** | **D** | | **38.5** | **D** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.09 | 123.2 | F | 1.15 | 145.4 | F | 1.10 | 126.4 | F |
| | WB | LTR | 1.14 | 141.2 | F | 1.17 | 151.2 | F | 1.13 | 134.7 | F |
| Grand Concourse Mainline | NB | L | 0.53 | 66.7 | E | 0.66 | 75.9 | E | 0.60 | 68.9 | E |
| | | T | 0.46 | 25.8 | C | 0.47 | 26.0 | C | 0.49 | 27.6 | C |
| | SB | L | 0.47 | 60.3 | E | 0.47 | 60.3 | E | 0.43 | 57.5 | E |
| | | T | 0.41 | 24.9 | C | 0.42 | 25.1 | C | 0.44 | 26.7 | C |
| Grand Concourse Service Road | NB | TR | 0.64 | 32.8 | C | 0.64 | 33.1 | C | 0.67 | 35.7 | D |
| | SB | TR | 0.62 | 32.2 | C | 0.63 | 32.8 | C | 0.66 | 35.2 | D |
| **Overall Intersection** | | - | | **79.3** | **E** | | **87.7** | **F** | | **80.6** | **F** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.34 | 35.3 | D | 0.34 | 35.3 | D | 0.33 | 34.4 | C |
| | WB | LTR | 0.83 | 55.0 | D | 0.88 | 61.9 | E | 0.85 | 57.5 | E |
| Edward L. Grant Highway | NB | LTR | 0.25 | 10.4 | B | 0.26 | 10.5 | B | 0.27 | 10.9 | B |
| | SB | LTR | 0.46 | 13.0 | B | 0.50 | 13.7 | B | 0.51 | 14.3 | B |
| **Overall Intersection** | | - | | **25.4** | **C** | | **26.6** | **C** | | **25.8** | **C** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.04 | 78.8 | E | 1.16 | 123.8 | F | 1.04 | 77.4 | E |
| | WB | TR | 0.40 | 17.9 | B | 0.50 | 19.8 | B | 0.46 | 17.2 | B |
| Inwood Avenue | NB | LTR | 0.70 | 39.1 | D | 0.67 | 37.6 | D | 0.77 | 46.9 | D |
| **Overall Intersection** | | - | | **50.4** | **D** | | **67.6** | **E** | | **49.7** | **D** |

## 2026 Action Expanded Rezoning Area Alternative PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 1.00 | 66.5 | E | 1.00 | 66.5 | E | 1.00 | 66.5 | E |
| | WB | LTR | 0.81 | 39.6 | D | 0.81 | 39.6 | D | 0.81 | 39.6 | D |
| Jerome Avenue | NB | LTR | 1.34 | 206.1 | F | 1.46 | 256.1 | F | 1.46 | 256.1 | F |
| | SB | LT | 0.65 | 36.3 | D | 0.72 | 39.4 | D | 0.72 | 39.4 | D |
| | | R | 0.29 | 26.9 | C | 0.29 | 26.9 | C | 0.29 | 26.9 | C |
| | **Overall Intersection** | - | | **82.3** | **F** | | **93.7** | **F** | | **93.7** | **F** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.86 | 22.4 | C | 0.86 | 22.4 | C | 0.86 | 22.4 | C |
| | WB | LTR | 0.72 | 15.4 | B | 0.72 | 15.4 | B | 0.72 | 15.4 | B |
| Jerome Avenue | NB | LTR | 1.21 | 163.1 | F | 1.62 | 340.4 | F | 1.62 | 340.4 | F |
| | SB | LTR | 1.34 | 222.4 | F | 1.38 | 239.7 | F | 1.38 | 239.7 | F |
| | **Overall Intersection** | - | | **59.2** | **E** | | **90.9** | **F** | | **90.9** | **F** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.85 | 42.9 | D | 0.89 | 48.2 | D | 0.89 | 48.2 | D |
| | WB | LTR | 0.85 | 43.3 | D | 0.94 | 56.0 | E | 0.94 | 56.0 | E |
| Jerome Avenue | NB | LTR | 0.63 | 29.5 | C | 0.66 | 30.7 | C | 0.66 | 30.7 | C |
| | SB | LTR | 0.79 | 38.3 | D | 0.97 | 64.1 | E | 0.97 | 64.1 | E |
| | **Overall Intersection** | - | | **39.0** | **D** | | **50.8** | **D** | | **50.8** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.23 | 154.6 | F | 1.27 | 172.1 | F | 1.21 | 144.6 | F |
| | WB | LTR | 1.27 | 173.2 | F | 1.32 | 193.7 | F | 1.26 | 164.7 | F |
| Jerome Avenue | NB | LTR | 0.43 | 25.8 | C | 0.47 | 26.7 | C | 0.50 | 28.6 | C |
| | SB | LTR | 0.62 | 30.3 | C | 0.73 | 34.2 | C | 0.76 | 37.4 | D |
| | **Overall Intersection** | - | | **105.4** | **F** | | **114.7** | **F** | | **100.4** | **F** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.28 | 16.4 | B | 0.30 | 16.5 | B | 0.32 | 17.9 | B |
| | | R | 0.28 | 16.8 | B | 0.29 | 17.0 | B | 0.31 | 18.4 | B |
| Jerome Avenue | NB | T | 0.25 | 16.0 | B | 0.27 | 16.2 | B | 0.26 | 14.9 | B |
| | | R | 0.63 | 2.5 | A | 0.67 | 2.9 | A | 0.66 | 2.7 | A |
| | SB | DefL | 0.85 | 45.2 | D | 0.95 | 63.0 | E | 0.89 | 49.6 | D |
| | | T | 0.51 | 20.8 | C | 0.58 | 22.6 | C | 0.56 | 20.6 | C |
| | **Overall Intersection** | - | | **15.9** | **B** | | **18.5** | **B** | | **16.8** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.15 | 161.6 | F | 1.30 | 216.8 | F | 1.10 | 140.0 | F |
| | | TR | 0.79 | 48.6 | D | 0.79 | 48.9 | D | 0.73 | 41.5 | D |
| | WB | LTR | 1.07 | 86.8 | F | 1.08 | 89.7 | F | 0.99 | 63.1 | E |
| Jerome Avenue | NB | LTR | 0.43 | 10.0 | B | 0.49 | 10.6 | B | 0.50 | 11.9 | B |
| | SB | LTR | 0.46 | 10.5 | B | 0.51 | 11.0 | B | 0.53 | 12.3 | B |
| | **Overall Intersection** | - | | **41.6** | **D** | | **44.7** | **D** | | **34.2** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.66 | 26.3 | C | 0.71 | 28.1 | C | 0.71 | 28.1 | C |
| Jerome Avenue | NB | TR | 0.77 | 34.4 | C | 0.81 | 36.3 | D | 0.88 | 42.5 | D |
| | SB | DefL | 1.01 | 81.4 | F | 1.08 | 103.8 | F | 1.01 | 80.1 | F |
| | | T | 0.34 | 16.3 | B | 0.40 | 17.2 | B | 0.40 | 17.2 | B |
| | **Overall Intersection** | - | | **39.4** | **D** | | **44.6** | **D** | | **42.2** | **D** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.69 | 41.6 | D | 0.83 | 51.6 | D | 0.76 | 43.2 | D |
| | | R | 0.48 | 34.7 | C | 0.48 | 34.7 | C | 0.44 | 31.9 | C |
| Macombs Dam Bridge | NB | T | 0.44 | 26.1 | C | 0.44 | 26.2 | C | 0.48 | 28.1 | C |
| | SB | T | 0.54 | 27.8 | C | 0.56 | 28.3 | C | 0.60 | 30.6 | C |
| | **Overall Intersection** | - | | **30.6** | **C** | | **33.3** | **C** | | **32.7** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.74 | 39.5 | D | 0.74 | 39.2 | D | 0.62 | 29.8 | C |
| | WB | LTR | 1.01 | 78.8 | E | 1.21 | 148.3 | F | 1.01 | 73.5 | E |
| Jerome Avenue | NB | LTR | 0.39 | 13.7 | B | 0.40 | 13.9 | B | 0.45 | 17.5 | B |
| | SB | LTR | 0.19 | 11.7 | B | 0.24 | 12.1 | B | 0.27 | 15.2 | B |
| | **Overall Intersection** | - | | **36.0** | **D** | | **55.9** | **E** | | **35.1** | **D** |

## 2026 Action Expanded Rezoning Area Alternative PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.55 | 32.6 | C | 0.60 | 33.7 | C | 0.60 | 33.7 | C |
| | | R | 1.34 | 228.3 | F | 1.59 | 332.5 | F | 1.59 | 332.5 | F |
| 167th Street | WB | L | 0.52 | 32.9 | C | 0.52 | 32.9 | C | 0.52 | 32.9 | C |
| | | T | 0.78 | 42.6 | D | 0.79 | 43.2 | D | 0.79 | 43.2 | D |
| | | R | 0.24 | 29.2 | C | 0.25 | 29.5 | C | 0.25 | 29.5 | C |
| Jerome Avenue | NB | DefL | 1.28 | 191.3 | F | 1.61 | 330.6 | F | 1.61 | 330.6 | F |
| | | TR | 0.77 | 43.2 | D | 0.79 | 45.0 | D | 0.79 | 45.0 | D |
| | SB | LTR | 0.50 | 28.3 | C | 0.53 | 28.9 | C | 0.53 | 28.9 | C |
| Cromwell Avenue | NE-B | R | 0.13 | 25.1 | C | 0.08 | 6.6 | A | 0.08 | 6.6 | A |
| **Overall Intersection** | | - | | **70.6** | **E** | | **102.2** | **F** | | **102.2** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.83 | 29.5 | C | 0.89 | 36.4 | D | 0.89 | 36.4 | D |
| | WB | LTR | 0.90 | 37.4 | D | 0.92 | 39.2 | D | 0.92 | 39.2 | D |
| River Avenue | NB | LTR | 1.00 | 90.5 | F | 1.12 | 128.9 | F | 1.12 | 128.9 | F |
| | SB | LTR | 0.40 | 30.1 | C | 0.41 | 30.4 | C | 0.41 | 30.4 | C |
| **Overall Intersection** | | - | | **42.5** | **D** | | **52.4** | **D** | | **52.4** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 1.04 | 84.0 | F | 1.06 | 92.2 | F | 1.03 | 80.4 | F |
| Jerome Avenue | NB | TR | 0.42 | 12.9 | B | 0.45 | 13.3 | B | 0.46 | 14.0 | B |
| | SB | LT | 0.59 | 16.1 | B | 0.63 | 16.9 | B | 0.65 | 17.9 | B |
| **Overall Intersection** | | - | | **31.2** | **C** | | **33.1** | **C** | | **31.0** | **C** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.73 | 51.0 | D | 0.80 | 56.1 | E | 0.80 | 56.1 | E |
| | WB | LTR | 0.61 | 43.6 | D | 0.66 | 45.6 | D | 0.66 | 45.6 | D |
| Grand Concourse Mainline | NB | L | 0.44 | 60.7 | E | 0.46 | 61.5 | E | 0.46 | 61.5 | E |
| | | T | 0.75 | 28.9 | C | 0.75 | 29.0 | C | 0.75 | 29.0 | C |
| | SB | L | 0.42 | 59.7 | E | 0.42 | 59.7 | E | 0.42 | 59.7 | E |
| | | T | 0.54 | 23.5 | C | 0.54 | 23.6 | C | 0.54 | 23.6 | C |
| Grand Concourse Service Road | NB | TR | 1.05 | 80.7 | F | 1.05 | 82.2 | F | 1.05 | 82.2 | F |
| | SB | TR | 0.69 | 30.8 | C | 0.69 | 31.0 | C | 0.69 | 31.0 | C |
| **Overall Intersection** | | - | | **57.1** | **E** | | **58.6** | **E** | | **58.6** | **E** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.77 | 67.1 | E | 0.79 | 70.2 | E | 0.79 | 70.2 | E |
| | | TR | 1.06 | 119.1 | F | 1.12 | 139.7 | F | 1.12 | 139.7 | F |
| | WB | L | 0.70 | 66.1 | E | 0.75 | 73.3 | E | 0.75 | 73.3 | E |
| | | TR | 0.74 | 61.2 | E | 0.78 | 64.3 | E | 0.78 | 64.3 | E |
| Grand Concourse Mainline | NB | L | 0.78 | 84.7 | F | 0.81 | 89.0 | F | 0.81 | 89.0 | F |
| | | T | 0.79 | 31.1 | C | 0.79 | 31.4 | C | 0.79 | 31.4 | C |
| | SB | L | 0.94 | 105.8 | F | 0.94 | 105.8 | F | 0.94 | 105.8 | F |
| | | T | 0.52 | 23.7 | C | 0.52 | 23.8 | C | 0.52 | 23.8 | C |
| Grand Concourse Service Road | NB | TR | 1.01 | 70.8 | E | 1.00 | 70.4 | E | 1.00 | 70.4 | E |
| | SB | TR | 0.50 | 25.2 | C | 0.51 | 25.4 | C | 0.51 | 25.4 | C |
| **Overall Intersection** | | - | | **67.8** | **E** | | **72.7** | **E** | | **72.7** | **E** |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 1.03 | 103.6 | F | 1.08 | 117.3 | F | 1.08 | 117.3 | F |
| | WB | LTR | 1.20 | 163.5 | F | 1.24 | 178.8 | F | 1.24 | 178.8 | F |
| Grand Concourse Mainline | NB | L | 0.72 | 80.9 | F | 0.78 | 88.6 | F | 0.78 | 88.6 | F |
| | | T | 0.79 | 34.5 | C | 0.80 | 35.0 | C | 0.80 | 35.0 | C |
| | SB | L | 0.73 | 76.8 | E | 0.73 | 76.8 | E | 0.73 | 76.8 | E |
| | | T | 0.54 | 27.1 | C | 0.55 | 27.3 | C | 0.55 | 27.3 | C |
| Grand Concourse Service Road | NB | TR | 0.89 | 52.2 | D | 0.90 | 53.3 | D | 0.90 | 53.3 | D |
| | SB | TR | 0.62 | 32.3 | C | 0.63 | 32.7 | C | 0.63 | 32.7 | C |
| **Overall Intersection** | | - | | **82.3** | **F** | | **89.5** | **F** | | **89.5** | **F** |

## 2026 Action Expanded Rezoning Area Alternative PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.38 | 35.2 | D | 0.42 | 37.0 | D | 0.42 | 37.0 | D |
| | | TR | 0.52 | 38.4 | D | 0.52 | 38.7 | D | 0.52 | 38.7 | D |
| | WB | L | 0.45 | 38.4 | D | 0.45 | 38.2 | D | 0.45 | 38.2 | D |
| | | TR | 0.46 | 34.9 | C | 0.55 | 37.3 | D | 0.55 | 37.3 | D |
| Grand Concourse Mainline | NB | L | 0.67 | 76.1 | E | 0.85 | 98.4 | F | 0.71 | 74.5 | E |
| | | T | 0.76 | 30.7 | C | 0.78 | 31.2 | C | 0.80 | 33.8 | C |
| | SB | L | 0.33 | 58.1 | E | 0.33 | 58.1 | E | 0.28 | 54.0 | D |
| | | T | 0.42 | 22.7 | C | 0.43 | 22.8 | C | 0.45 | 24.3 | C |
| Grand Concourse Service Road | NB | TR | 0.70 | 33.2 | C | 0.71 | 33.6 | C | 0.74 | 36.6 | D |
| | SB | TR | 0.66 | 31.3 | C | 0.67 | 31.6 | C | 0.70 | 34.3 | C |
| **Overall Intersection** | | - | | **34.0** | **C** | | **34.8** | **C** | | **36.5** | **D** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 1.16 | 172.6 | F | 1.17 | 176.3 | F | 1.17 | 176.3 | F |
| | | TR | 1.00 | 95.3 | F | 1.15 | 141.9 | F | 1.15 | 141.9 | F |
| | WB | L | 0.06 | 30.7 | C | 0.07 | 31.0 | C | 0.07 | 31.0 | C |
| | | TR | 1.15 | 142.2 | F | 1.16 | 145.7 | F | 1.16 | 145.7 | F |
| Grand Concourse Mainline | NB | T | 0.70 | 31.3 | C | 0.73 | 32.1 | C | 0.73 | 32.1 | C |
| | SB | L | 0.95 | 126.0 | F | 0.93 | 121.5 | F | 0.93 | 121.5 | F |
| | | T | 0.42 | 25.2 | C | 0.43 | 25.3 | C | 0.43 | 25.3 | C |
| Grand Concourse Service Road | NB | TR | 0.69 | 35.8 | D | 0.71 | 36.7 | D | 0.71 | 36.7 | D |
| | SB | TR | 0.79 | 43.3 | D | 0.80 | 43.7 | D | 0.80 | 43.7 | D |
| **Overall Intersection** | | - | | **86.7** | **F** | | **97.9** | **F** | | **97.9** | **F** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.75 | 52.0 | D | 0.77 | 53.2 | D | 0.70 | 46.3 | D |
| | WB | LTR | 0.95 | 72.0 | E | 1.03 | 91.8 | F | 0.97 | 74.5 | E |
| Edward L. Grant Highway | NB | LTR | 0.55 | 14.7 | B | 0.57 | 15.0 | B | 0.59 | 16.5 | B |
| | SB | LTR | 0.70 | 18.2 | B | 0.76 | 20.5 | C | 0.78 | 22.8 | C |
| **Overall Intersection** | | | | **32.3** | **C** | | **37.3** | **D** | | **34.0** | **C** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | L | 1.13 | 109.4 | F | 1.30 | 176.6 | F | 0.73 | 35.2 | D |
| | | T | - | - | - | - | - | - | 0.32 | 15.4 | B |
| | WB | TR | 0.50 | 19.8 | B | 0.62 | 22.5 | C | 0.62 | 22.5 | C |
| Inwood Avenue | NB | LTR | 0.83 | 48.3 | D | 0.79 | 44.6 | D | 0.79 | 44.6 | D |
| **Overall Intersection** | | - | | **64.8** | **E** | | **88.5** | **F** | | **28.6** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.08 | 103.9 | F | 1.13 | 121.2 | F | 1.02 | 81.8 | F |
| | | LR | 1.00 | 78.8 | E | 1.08 | 101.1 | F | 0.99 | 72.8 | E |
| University Avenue | NB | T | 0.48 | 10.5 | B | 0.89 | 39.8 | D | 0.96 | 50.1 | D |
| | SB | T | 0.22 | 8.1 | A | 0.42 | 24.4 | C | 0.45 | 26.2 | C |
| **Overall Intersection** | | - | | **38.1** | **D** | | **62.0** | **E** | | **54.7** | **D** |

# 2026 Action Expanded Rezoning Area Alternative Saturday Midday Mitigation

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.95 | 50.8 | D | 0.95 | 50.8 | D | 0.95 | 50.8 | D |
| | WB | LTR | 0.70 | 28.1 | C | 0.70 | 28.1 | C | 0.70 | 28.1 | C |
| Jerome Avenue | NB | LTR | 0.85 | 44.8 | D | 0.99 | 70.2 | E | 0.99 | 70.2 | E |
| | SB | LT | 0.62 | 29.7 | C | 0.71 | 33.7 | C | 0.71 | 33.7 | C |
| | | R | 0.26 | 22.3 | C | 0.26 | 22.3 | C | 0.26 | 22.3 | C |
| | **Overall Intersection** | - | | **38.5** | **D** | | **43.9** | **D** | | **43.9** | **D** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.66 | 17.5 | B | 0.66 | 17.5 | B | 0.71 | 21.2 | C |
| | WB | LTR | 0.69 | 18.8 | B | 0.69 | 18.8 | B | 0.75 | 23.1 | C |
| Jerome Avenue | NB | LTR | 0.99 | 84.9 | F | 1.21 | 158.0 | F | 1.05 | 98.0 | F |
| | SB | LTR | 0.91 | 68.3 | E | 1.02 | 92.2 | F | 0.88 | 59.2 | E |
| | **Overall Intersection** | - | | **33.5** | **C** | | **49.6** | **D** | | **38.7** | **D** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.70 | 32.8 | C | 0.72 | 34.0 | C | 0.72 | 34.0 | C |
| | WB | LTR | 0.82 | 40.2 | D | 0.89 | 48.0 | D | 0.89 | 48.0 | D |
| Jerome Avenue | NB | LTR | 0.60 | 28.5 | C | 0.65 | 30.1 | C | 0.65 | 30.1 | C |
| | SB | LTR | 0.73 | 34.0 | C | 0.92 | 52.8 | D | 0.92 | 52.8 | D |
| | **Overall Intersection** | - | | **34.1** | **C** | | **42.0** | **D** | | **42.0** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.09 | 102.7 | F | 1.14 | 119.3 | F | 1.09 | 98.2 | F |
| | WB | LTR | 1.03 | 83.2 | F | 1.10 | 106.8 | F | 1.05 | 86.8 | F |
| Jerome Avenue | NB | LTR | 0.62 | 30.2 | C | 0.70 | 33.1 | C | 0.73 | 35.8 | D |
| | SB | LTR | 0.41 | 25.4 | C | 0.51 | 27.4 | C | 0.54 | 29.3 | C |
| | **Overall Intersection** | - | | **62.5** | **E** | | **72.8** | **E** | | **63.4** | **E** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.26 | 16.1 | B | 0.27 | 16.2 | B | 0.28 | 17.5 | B |
| | | R | 0.24 | 16.3 | B | 0.25 | 16.5 | B | 0.27 | 17.9 | B |
| Jerome Avenue | NB | T | 0.31 | 16.6 | B | 0.33 | 16.8 | B | 0.31 | 15.5 | B |
| | | R | 0.65 | 2.7 | A | 0.69 | 3.1 | A | 0.68 | 3.0 | A |
| | SB | DefL | 0.76 | 37.5 | D | 0.85 | 48.1 | D | 0.79 | 38.9 | D |
| | | T | 0.52 | 20.9 | C | 0.56 | 21.9 | C | 0.54 | 20.0 | C |
| | **Overall Intersection** | - | | **14.6** | **B** | | **16.0** | **B** | | **14.8** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 1.21 | 180.4 | F | 1.33 | 222.5 | F | 1.15 | 151.8 | F |
| | | TR | 0.81 | 49.3 | D | 0.82 | 49.6 | D | 0.76 | 42.3 | D |
| | WB | LTR | 0.94 | 54.8 | D | 0.95 | 56.2 | E | 0.88 | 43.2 | D |
| Jerome Avenue | NB | LTR | 0.51 | 10.9 | B | 0.55 | 11.4 | B | 0.57 | 12.8 | B |
| | SB | LTR | 0.45 | 10.3 | B | 0.48 | 10.6 | B | 0.50 | 11.8 | B |
| | **Overall Intersection** | - | | **33.8** | **C** | | **36.7** | **D** | | **30.0** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.76 | 30.1 | C | 0.78 | 31.2 | C | 0.80 | 33.3 | C |
| Jerome Avenue | NB | TR | 0.81 | 36.2 | D | 0.88 | 40.6 | D | 0.88 | 40.6 | D |
| | SB | DefL | 0.99 | 78.3 | E | 1.03 | 88.7 | F | 0.98 | 73.9 | E |
| | | T | 0.38 | 16.8 | B | 0.41 | 17.3 | B | 0.40 | 16.5 | B |
| | **Overall Intersection** | - | | **39.3** | **D** | | **43.0** | **D** | | **40.7** | **D** |

# 2026 Action Expanded Rezoning Area Alternative Saturday Midday Mitigation

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.71 | 37.2 | D | 0.75 | 39.1 | D | 0.67 | 32.9 | C |
| | WB | LTR | 1.00 | 77.2 | E | 1.13 | 119.8 | F | 1.01 | 77.3 | E |
| Jerome Avenue | NB | LTR | 0.39 | 13.7 | B | 0.41 | 14.0 | B | 0.44 | 16.1 | B |
| | SB | LTR | 0.22 | 11.9 | B | 0.26 | 12.3 | B | 0.28 | 14.1 | B |
| | **Overall Intersection** | - | | **34.3** | **C** | | **46.0** | **D** | | **34.9** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.45 | 30.8 | C | 0.50 | 31.6 | C | 0.50 | 31.6 | C |
| | | R | 1.34 | 221.9 | F | 1.61 | 336.8 | F | 1.61 | 336.8 | F |
| 167th Street | WB | L | 0.45 | 30.8 | C | 0.45 | 30.9 | C | 0.45 | 30.9 | C |
| | | T | 0.58 | 33.3 | C | 0.59 | 33.4 | C | 0.59 | 33.4 | C |
| | | R | 0.28 | 29.9 | C | 0.29 | 30.2 | C | 0.29 | 30.2 | C |
| Jerome Avenue | NB | LTR | 0.88 | 46.9 | D | - | - | - | - | - | - |
| | | DefL | - | - | F | 0.88 | 64.4 | E | 0.88 | 64.4 | E |
| | | TR | - | - | F | 0.90 | 57.5 | E | 0.90 | 57.5 | E |
| | SB | LTR | 0.53 | 29.2 | C | 0.51 | 28.7 | C | 0.51 | 28.7 | C |
| Cromwell Avenue | NE-B | R | 0.15 | 25.4 | C | 0.10 | 6.8 | A | 0.10 | 6.8 | A |
| | **Overall Intersection** | - | | **67.0** | **E** | | **89.3** | **F** | | **89.3** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.76 | 24.8 | C | 0.83 | 29.5 | C | 0.89 | 38.2 | D |
| | WB | LTR | 0.75 | 24.2 | C | 0.76 | 24.8 | C | 0.81 | 30.2 | C |
| River Avenue | NB | LTR | 1.14 | 130.4 | F | 1.31 | 197.4 | F | 1.15 | 131.8 | F |
| | SB | LTR | 0.55 | 34.5 | C | 0.57 | 35.6 | D | 0.50 | 30.1 | C |
| | **Overall Intersection** | - | | **47.0** | **D** | | **63.2** | **E** | | **54.0** | **D** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.83 | 57.4 | E | 0.88 | 63.1 | E | 0.88 | 63.1 | E |
| | WB | LTR | 0.73 | 52.9 | D | 0.79 | 57.6 | E | 0.79 | 57.6 | E |
| Grand Concourse Mainline | NB | L | 0.55 | 65.3 | E | 0.58 | 67.1 | E | 0.58 | 67.1 | E |
| | | T | 0.49 | 22.6 | C | 0.49 | 22.7 | C | 0.49 | 22.7 | C |
| | SB | L | 0.65 | 72.0 | E | 0.65 | 72.0 | E | 0.65 | 72.0 | E |
| | | T | 0.51 | 23.1 | C | 0.52 | 23.2 | C | 0.52 | 23.2 | C |
| Grand Concourse Service Road | NB | TR | 0.87 | 43.1 | D | 0.87 | 44.1 | D | 0.87 | 44.1 | D |
| | SB | TR | 0.59 | 27.2 | C | 0.60 | 27.4 | C | 0.60 | 27.4 | C |
| | **Overall Intersection** | - | | **43.7** | **D** | | **46.5** | **D** | | **46.5** | **D** |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.74 | 67.5 | E | 0.78 | 72.5 | E | 0.70 | 60.2 | E |
| | | TR | 0.94 | 88.5 | F | 1.02 | 108.5 | F | 0.95 | 86.2 | F |
| | WB | L | 0.29 | 41.0 | D | 0.31 | 42.1 | D | 0.28 | 39.1 | D |
| | | TR | 0.86 | 72.3 | E | 0.91 | 79.9 | E | 0.84 | 67.0 | E |
| Grand Concourse Mainline | NB | L | 0.72 | 78.1 | E | 0.77 | 83.1 | F | 0.70 | 74.0 | E |
| | | T | 0.50 | 23.4 | C | 0.51 | 23.6 | C | 0.54 | 25.9 | C |
| | SB | L | 0.92 | 102.1 | F | 0.92 | 102.1 | F | 0.86 | 87.5 | F |
| | | T | 0.45 | 22.5 | C | 0.46 | 22.7 | C | 0.49 | 25.0 | C |
| Grand Concourse Service Road | NB | TR | 0.71 | 32.7 | C | 0.74 | 34.1 | C | 0.78 | 39.1 | D |
| | SB | TR | 0.43 | 23.4 | C | 0.44 | 23.6 | C | 0.46 | 26.0 | C |
| | **Overall Intersection** | - | | **50.8** | **D** | | **57.4** | **E** | | **51.9** | **D** |

# 2026 Action Expanded Rezoning Area Alternative Saturday Midday Mitigation

| INTERSECTION & APPROACH | | Mvt. | SAT No-Action | | | SAT With-Action | | | SAT Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | EB | LTR | 0.86 | 65.2 | E | 0.91 | 71.6 | E | 0.87 | 65.1 | E |
| | WB | LTR | 1.06 | 114.1 | F | 1.09 | 124.6 | F | 1.05 | 111.4 | F |
| Grand Concourse Mainline | NB | L | 0.66 | 75.6 | E | 0.71 | 80.2 | F | 0.65 | 71.9 | E |
| | | T | 0.52 | 26.8 | C | 0.53 | 27.0 | C | 0.55 | 28.7 | C |
| | SB | L | 0.63 | 68.5 | E | 0.63 | 68.5 | E | 0.58 | 63.8 | E |
| | | T | 0.47 | 25.8 | C | 0.48 | 26.1 | C | 0.50 | 27.7 | C |
| Grand Concourse Service Road | NB | TR | 0.50 | 28.3 | C | 0.51 | 28.6 | C | 0.53 | 30.5 | C |
| | SB | TR | 0.59 | 31.3 | C | 0.61 | 31.8 | C | 0.63 | 34.1 | C |
| | **Overall Intersection** | - | | **58.1** | **E** | | **62.3** | **E** | | **39.4** | **D** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.46 | 37.6 | D | 0.49 | 39.2 | D | 0.49 | 39.2 | D |
| | | TR | 0.39 | 34.0 | C | 0.42 | 34.9 | C | 0.42 | 34.9 | C |
| | WB | L | 0.47 | 38.4 | D | 0.47 | 38.7 | D | 0.47 | 38.7 | D |
| | | TR | 0.45 | 34.5 | C | 0.51 | 36.0 | D | 0.51 | 36.0 | D |
| Grand Concourse Mainline | NB | L | 0.47 | 63.4 | E | 0.55 | 67.5 | E | 0.50 | 63.0 | E |
| | | T | 0.56 | 25.1 | C | 0.57 | 25.4 | C | 0.58 | 26.3 | C |
| | SB | L | 0.27 | 56.3 | E | 0.27 | 56.3 | E | 0.25 | 54.4 | D |
| | | T | 0.39 | 22.1 | C | 0.40 | 22.4 | C | 0.41 | 23.1 | C |
| Grand Concourse Service Road | NB | TR | 0.66 | 31.3 | C | 0.68 | 31.8 | C | 0.69 | 33.2 | C |
| | SB | TR | 0.64 | 30.3 | C | 0.65 | 30.9 | C | 0.67 | 32.1 | C |
| | **Overall Intersection** | - | | **32.9** | **C** | | **33.8** | **C** | | **34.5** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 0.03 | 29.3 | C | 0.03 | 29.3 | C | 0.03 | 29.3 | C |
| | | TR | 1.04 | 104.4 | F | 1.18 | 151.0 | F | 1.18 | 151.0 | F |
| | WB | L | 0.76 | 67.3 | E | 0.85 | 83.1 | F | 0.85 | 83.1 | F |
| | | TR | 0.84 | 62.9 | E | 0.85 | 63.3 | E | 0.85 | 63.3 | E |
| Grand Concourse Mainline | NB | T | 0.56 | 28.3 | C | 0.59 | 28.9 | C | 0.59 | 28.9 | C |
| | SB | L | 0.83 | 106.4 | F | 0.78 | 95.2 | F | 0.78 | 95.2 | F |
| | | T | 0.37 | 24.9 | C | 0.39 | 25.3 | C | 0.39 | 25.3 | C |
| Grand Concourse Service Road | NB | TR | 0.77 | 41.0 | D | 0.78 | 42.3 | D | 0.78 | 42.3 | D |
| | SB | TR | 0.61 | 33.2 | C | 0.63 | 33.8 | C | 0.63 | 33.8 | C |
| | **Overall Intersection** | - | | **60.1** | **E** | | **74.2** | **E** | 0.00 | **74.2** | **E** |
| **Edward L. Grant Highway and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LTR | 0.69 | 47.0 | D | 0.71 | 48.3 | D | 0.64 | 43.0 | D |
| | WB | LTR | 1.05 | 98.3 | F | 1.11 | 117.2 | F | 1.04 | 92.8 | F |
| Edward L. Grant Highway | NB | LTR | 0.32 | 11.0 | B | 0.33 | 11.2 | B | 0.34 | 12.2 | B |
| | SB | DefL | 0.72 | 25.4 | C | 0.82 | 34.9 | C | 0.86 | 41.0 | D |
| | | TR | 0.60 | 16.3 | B | 0.62 | 16.9 | B | 0.64 | 18.4 | B |
| | **Overall Intersection** | - | | **39.7** | **D** | | **45.6** | **D** | | **40.7** | **D** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.16 | 116.7 | F | 1.26 | 157.7 | F | 1.15 | 113.5 | F |
| | WB | TR | 0.47 | 19.1 | B | 0.53 | 20.3 | C | 0.51 | 18.5 | B |
| Inwood Avenue | NB | LTR | 0.56 | 33.0 | C | 0.58 | 33.6 | C | 0.63 | 37.2 | D |
| | **Overall Intersection** | - | | **68.7** | **E** | | **86.1** | **F** | | **66.0** | **E** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.03 | 86.9 | F | 1.05 | 94.0 | F | 1.00 | 77.3 | E |
| | | LR | 1.06 | 94.4 | F | 1.10 | 107.3 | F | 1.05 | 90.7 | F |
| University Avenue | NB | T | 0.39 | 9.5 | A | 0.78 | 33.8 | C | 0.81 | 35.9 | D |
| | SB | T | 0.22 | 8.1 | A | 0.45 | 26.3 | C | 0.47 | 27.2 | C |
| | **Overall Intersection** | - | | **40.4** | **D** | | **58.1** | **E** | | **52.7** | **D** |

# 2024 Construction Scenario

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | |
| Kingsbridge Road | EB | LTR | - | - | - | 0.92 | 50.7 | D |
| | WB | LTR | - | - | - | 0.75 | 36.0 | D |
| Jerome Avenue | NB | LTR | - | - | - | 1.34 | 204.7 | F |
| | SB | LT | - | - | - | 0.65 | 36.4 | D |
| | | R | - | - | - | 0.28 | 26.7 | C |
| **Overall Intersection** | | **-** | | **-** | **-** | | **77.1** | **E** |
| **Jerome Avenue and Fordham Road** | | | | | | | | |
| Fordham Road | EB | LT | - | - | - | 0.79 | 18.3 | B |
| | WB | LTR | - | - | - | 0.66 | 13.8 | B |
| Jerome Avenue | NB | LTR | - | - | - | 1.40 | 244.7 | F |
| | SB | LTR | - | - | - | 1.32 | 215.2 | F |
| **Overall Intersection** | | **-** | | **-** | **-** | | **71.6** | **E** |
| **Jerome Avenue and 184th Street** | | | | | | | | |
| 184th Street | WB | LTR | - | - | - | 0.52 | 39.6 | D |
| Jerome Avenue | NB | LTR | - | - | - | 0.29 | 14.5 | B |
| | SB | LTR | - | - | - | 0.25 | 14.0 | B |
| **Overall Intersection** | | **-** | | - | - | | **19.7** | **B** |
| **Jerome Avenue and E. 183rd Street** | | | | | | | | |
| E. 183rd Street | WB | LR | - | - | - | 0.53 | 40.7 | D |
| Jerome Avenue | NB | TR | - | - | - | 0.53 | 18.9 | B |
| | SB | LT | - | - | - | 0.56 | 20.3 | C |
| **Overall Intersection** | | **-** | | - | - | | **23.4** | **C** |
| **Jerome Avenue and W. 183rd Street** | | | | | | | | |
| W. 183rd Street | EB | LR | - | - | - | 0.52 | 40.3 | D |
| Jerome Avenue | NB | LT | - | - | - | 0.54 | 19.7 | B |
| | SB | TR | - | - | - | 0.64 | 22.7 | C |
| **Overall Intersection** | | **-** | | - | - | | **24.6** | **C** |
| **Jerome Avenue and W. 182nd Street** | | | | | | | | |
| Jerome Avenue | NB | LT | - | - | - | 0.23 | 14.2 | B |
| | SB | TR | - | - | - | 0.23 | 14.3 | B |
| **Overall Intersection** | | **-** | | - | - | | **14.3** | **B** |

# 2024 Construction Scenario

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and E. 181st Street** | | | | | | | | |
| E. 181st Street | WB | LTR | - | - | - | 0.55 | 38.7 | D |
| Jerome Avenue | NB | LT | - | - | - | 0.25 | 14.0 | B |
| | SB | TR | - | - | - | 0.24 | 13.8 | B |
| **Overall Intersection** | | **-** | | - | - | | **21.0** | **C** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | |
| Burnside Avenue | EB | LTR | - | - | - | 0.82 | 40.9 | D |
| | WB | LTR | - | - | - | 0.87 | 45.4 | D |
| Jerome Avenue | NB | LTR | - | - | - | 0.65 | 30.1 | C |
| | SB | LTR | - | - | - | 0.87 | 47.2 | D |
| **Overall Intersection** | | **-** | | **-** | **-** | | **41.3** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | |
| Tremont Avenue | EB | LTR | - | - | - | 1.19 | 138.3 | F |
| | WB | LTR | - | - | - | 1.25 | 162.5 | F |
| Jerome Avenue | NB | LTR | - | - | - | 0.48 | 26.8 | C |
| | SB | LTR | - | - | - | 0.68 | 32.5 | C |
| **Overall Intersection** | | **-** | | **-** | **-** | | **95.5** | **F** |
| **Jerome Avenue and E. 176th Street** | | | | | | | | |
| E. 176th Street | WB | LR | - | - | - | 0.34 | 24.1 | C |
| Jerome Avenue | NB | TR | - | - | - | 0.62 | 17.5 | B |
| | SB | LT | - | - | - | 0.15 | 10.8 | B |
| **Overall Intersection** | | **-** | | - | - | | **18.1** | **B** |
| **Jerome Avenue and E. 175th Street** | | | | | | | | |
| E. 175th Street | EB | LTR | - | - | - | 0.01 | 19.4 | B |
| | WB | LTR | - | - | - | 0.77 | 41.1 | D |
| Jerome Avenue | NB | LTR | - | - | - | 0.37 | 12.3 | B |
| | SB | LTR | - | - | - | 0.44 | 13.4 | B |
| **Overall Intersection** | | **-** | | **-** | **-** | | **18.3** | **B** |

# 2024 Construction Scenario

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.24 | 15.9 | B | 0.28 | 16.3 | B |
| | | R | 0.29 | 17.0 | B | 0.28 | 16.8 | B |
| Jerome Avenue | NB | T | 0.14 | 15.0 | B | 0.26 | 16.1 | B |
| | | R | 0.33 | 0.70 | A | 0.63 | 2.5 | A |
| | SB | DefL | 0.35 | 18.9 | B | 0.85 | 45.6 | D |
| | | LT | 0.31 | 17.4 | B | 0.53 | 21.3 | C |
| **Overall Intersection** | | **-** | | **12.3** | **B** | | **16.0** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | |
| Featherbed Lane | EB | DefL | - | - | - | 1.06 | 130.7 | F |
| | | TR | - | - | - | 0.75 | 45.2 | D |
| | WB | LTR | - | - | - | 1.02 | 71.3 | E |
| Jerome Avenue | NB | LTR | - | - | - | 0.44 | 10.1 | B |
| | SB | LTR | - | - | - | 0.46 | 10.4 | B |
| **Overall Intersection** | | **-** | | **-** | **-** | | **35.0** | **C** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.41 | 20.4 | C | 0.67 | 26.5 | C |
| Jerome Avenue | NB | TR | 0.39 | 26.2 | C | 0.78 | 35.0 | C |
| | SB | DefL | 0.46 | 21.6 | C | 1.01 | 82.1 | F |
| | | T | 0.28 | 15.5 | B | 0.35 | 16.5 | B |
| **Overall Intersection** | | **-** | | **21.5** | **C** | | **39.5** | **D** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.28 | 23.4 | C | 0.67 | 34.6 | C |
| Jerome Avenue | NB | LTR | 0.24 | 11.1 | B | 0.50 | 14.0 | B |
| | SB | LTR | 0.26 | 11.2 | B | 0.32 | 11.8 | B |
| **Overall Intersection** | | **-** | | **12.5** | **B** | | **16.3** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.40 | 29.0 | C | 0.78 | 44.4 | D |
| Jerome Avenue | NB | LT | 0.25 | 12.4 | B | 0.46 | 15.1 | B |
| | SB | TR | 0.38 | 14.4 | B | 0.60 | 17.9 | B |
| **Overall Intersection** | | **-** | | **16.6** | **B** | | **22.9** | **C** |

# 2024 Construction Scenario

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and Macombs Road** | | | | | | | | |
| Macombs Road | EB | LR | 0.15 | 21.1 | C | 0.28 | 23.0 | C |
| Jerome Avenue | NB | LT | 0.22 | 11.0 | B | 0.44 | 13.4 | B |
| | SB | TR | 0.16 | 10.5 | B | 0.21 | 10.8 | B |
| **Overall Intersection** | | - | | **11.8** | **B** | | **13.7** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | |
| Jerome Avenue | EB | L | 0.57 | 41.7 | D | 0.72 | 43.3 | D |
| | | R | 0.46 | 39.0 | D | 0.46 | 34.0 | C |
| Macombs Dam Bridge | NB | T | 0.25 | 20.4 | C | 0.42 | 25.8 | C |
| | SB | T | 0.29 | 20.8 | C | 0.55 | 28.0 | C |
| **Overall Intersection** | | - | | **26.9** | **C** | | **31.0** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | |
| 170th Street | EB | LTR | 0.51 | 30.9 | C | 0.71 | 37.9 | D |
| | WB | LTR | 0.61 | 33.0 | C | 1.06 | 94.5 | F |
| Jerome Avenue | NB | LTR | 0.19 | 11.7 | B | 0.39 | 13.7 | B |
| | SB | LTR | 0.17 | 11.5 | B | 0.21 | 11.9 | B |
| **Overall Intersection** | | - | | **21.8** | **C** | | **39.8** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.33 | 29.1 | C | 0.55 | 32.7 | C |
| | | R | 0.76 | 57.2 | E | 1.47 | 282.1 | F |
| 167th Street | WB | L | 0.31 | 28.0 | C | 0.51 | 32.4 | C |
| | | T | 0.37 | 28.5 | C | 0.76 | 41.3 | D |
| | | R | 0.06 | 8.2 | A | 0.22 | 29.0 | C |
| Jerome Avenue | NB | LTR | 0.49 | 29.2 | C | - | - | - |
| | | DefL | - | - | - | 1.40 | 240.4 | F |
| | | TR | - | - | - | 0.74 | 41.1 | D |
| | SB | LTR | 0.32 | 25.5 | C | 0.48 | 28.0 | C |
| Cromwell Avenue | NE-B | R | 0.09 | 24.6 | C | 0.16 | 25.6 | C |
| **Overall Intersection** | | - | | **33.3** | **C** | | **83.4** | **F** |
| **River Avenue and 167th Street** | | | | | | | | |
| E. 167th Street | EB | LTR | - | - | - | 0.80 | 27.8 | C |
| | WB | LTR | - | - | - | 0.86 | 32.3 | C |
| River Avenue | NB | LTR | - | - | - | 1.20 | 156.7 | F |
| | SB | LTR | - | - | - | 0.38 | 29.9 | C |
| **Overall Intersection** | | - | | **-** | **-** | | **53.3** | **D** |

# 2024 Construction Scenario

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and E. 165th Street** | | | | | | | | |
| E. 165th Street | WB | LR | 0.52 | 28.2 | C | 1.11 | 105.6 | F |
| Jerome Avenue | NB | TR | 0.22 | 10.9 | B | 0.41 | 12.9 | B |
| | SB | LT | 0.36 | 12.4 | B | 0.57 | 15.6 | B |
| **Overall Intersection** | | - | | **15.3** | **B** | | **37.6** | **D** |
| **Jerome Avenue and E. 164th Street** | | | | | | | | |
| E. 164th Street | WB | LR | 0.19 | 21.8 | C | 0.37 | 24.6 | C |
| Jerome Avenue | NB | TR | 0.22 | 10.9 | B | 0.40 | 12.6 | B |
| | SB | LT | 0.35 | 12.2 | B | 0.51 | 14.2 | B |
| **Overall Intersection** | | - | | **12.5** | **B** | | **14.6** | **B** |
| **Grand Concourse and 170th Street** | | | | | | | | |
| 170th Street | EB | L | - | - | - | 0.37 | 35.0 | C |
| | | TR | - | - | - | 0.52 | 38.5 | D |
| | WB | L | - | - | - | 0.43 | 37.6 | D |
| | | TR | - | - | - | 0.48 | 35.3 | D |
| Grand Concourse Mainline | NB | L | - | - | - | 0.73 | 81.7 | F |
| | | T | - | - | - | 0.73 | 29.7 | C |
| | SB | L | - | - | - | 0.32 | 57.7 | E |
| | | T | - | - | - | 0.41 | 22.5 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 0.68 | 31.9 | C |
| | SB | TR | - | - | - | 0.64 | 30.2 | C |
| **Overall Intersection** | | - | | - | - | | **33.4** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | |
| 167th Street | EB | L | - | - | - | 1.05 | 136.0 | F |
| | | TR | - | - | - | 1.14 | 136.6 | F |
| | WB | L | - | - | - | 0.07 | 31.0 | C |
| | | TR | - | - | - | 1.10 | 123.1 | F |
| Grand Concourse Mainline | NB | T | - | - | - | 0.61 | 28.8 | C |
| | SB | L | - | - | - | 0.94 | 125.1 | F |
| | | T | - | - | - | 0.41 | 25.0 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 0.67 | 34.8 | C |
| | SB | TR | - | - | - | 0.76 | 40.9 | D |
| **Overall Intersection** | | - | | - | - | | **87.5** | **F** |

## 2024 Construction AM Mitigated Conditions

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant H | EB | LTR | 0.29 | 28.7 | C | 0.33 | 29.1 | C | 0.33 | 29.1 | C |
| | | R | 0.68 | 49.7 | D | 0.76 | 57.2 | E | 0.76 | 57.2 | E |
| 167th St | WB | L | 0.31 | 28.1 | C | 0.31 | 28.0 | C | 0.31 | 28.0 | C |
| | | T | 0.36 | 28.5 | C | 0.37 | 28.5 | C | 0.37 | 28.5 | C |
| | | R | 0.06 | 8.2 | A | 0.06 | 8.2 | A | 0.06 | 8.2 | A |
| Jerome | NB | LTR | 0.45 | 28.3 | C | 0.49 | 29.2 | C | 0.49 | 29.2 | C |
| | | DefL | - | - | - | - | - | - | - | - | - |
| | | TR | - | - | - | - | - | - | - | - | - |
| | SB | LTR | 0.29 | 25.1 | C | 0.32 | 25.5 | C | 0.32 | 25.5 | C |
| Cromwe | NE-B | R | 0.09 | 24.6 | C | 0.09 | 24.6 | C | 0.09 | 24.6 | C |
| **Overall Intersection** | | **-** | | **31.5** | **C** | | **33.3** | **C** | | **33.3** | **C** |

Estimated Expanded Area Alternative With-Action Construction Workforce Projections (Average Daily Workforce)

| Site | 2018 J | F | M | A | M | J | J | A | S | O | N | D | 2019 J | F | M | A | M | J | J | A | S | O | N | D | 2020 J | F | M | A | M | J | J | A | S | O | N | D | 2021 J | F | M | A | M | J | J | A | S | O | N | D | 2022 J | F | M | A | M | J | J | A | S | O | N | D | 2023 J | F | M | A | M | J | J | A | S | O | N | D | 2024 J | F | M | A | M | J | J | A | S | O | N | D | 2025 J | F | M | A | M | J | J | A | S | O | N | D | 2026 J | F | M | A | M | J | J | A | S | O | N | D |
|---|---|---

# 2024 Construction PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Kingsbridge Road** | | | | | | | | | | | |
| Kingsbridge Road | EB | LTR | 0.92 | 50.7 | D | 0.92 | 50.7 | D | 0.92 | 50.7 | D |
| | WB | LTR | 0.75 | 36.0 | D | 0.75 | 36.0 | D | 0.75 | 36.0 | D |
| Jerome Avenue | NB | LTR | 1.22 | 156.7 | F | 1.34 | 204.7 | F | 1.34 | 204.7 | F |
| | SB | LT | 0.60 | 34.2 | C | 0.65 | 36.4 | D | 0.65 | 36.4 | D |
| | | R | 0.28 | 26.7 | C | 0.28 | 26.7 | C | 0.28 | 26.7 | C |
| **Overall Intersection** | | - | | **65.4** | **E** | | **77.1** | **E** | | **77.1** | **E** |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.79 | 18.3 | B | 0.79 | 18.3 | B | 0.91 | 32.1 | C |
| | WB | LTR | 0.66 | 13.8 | B | 0.66 | 13.8 | B | 0.77 | 21.5 | C |
| Jerome Avenue | NB | LTR | 1.13 | 134.0 | F | 1.40 | 244.7 | F | 1.05 | 99.4 | F |
| | SB | LTR | 1.23 | 177.6 | F | 1.32 | 215.2 | F | 0.93 | 72.2 | E |
| **Overall Intersection** | | - | | **48.5** | **D** | | **71.6** | **E** | | **42.6** | **D** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.80 | 38.6 | D | 0.82 | 40.9 | D | 0.82 | 40.9 | D |
| | WB | LTR | 0.80 | 38.7 | D | 0.87 | 45.4 | D | 0.87 | 45.4 | D |
| Jerome Avenue | NB | LTR | 0.59 | 28.1 | C | 0.65 | 30.1 | C | 0.65 | 30.1 | C |
| | SB | LTR | 0.73 | 34.6 | C | 0.87 | 47.2 | D | 0.87 | 47.2 | D |
| **Overall Intersection** | | - | | **35.4** | **D** | | **41.3** | **D** | | **41.3** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.16 | 127.4 | F | 1.19 | 138.3 | F | 1.13 | 115.2 | F |
| | WB | LTR | 1.19 | 137.8 | F | 1.25 | 162.5 | F | 1.19 | 136.0 | F |
| Jerome Avenue | NB | LTR | 0.41 | 25.4 | C | 0.48 | 26.8 | C | 0.51 | 28.8 | C |
| | SB | LTR | 0.59 | 29.4 | C | 0.68 | 32.5 | C | 0.71 | 35.2 | D |
| **Overall Intersection** | | - | | **87.4** | **F** | | **95.5** | **F** | | **83.1** | **F** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.27 | 16.2 | B | 0.28 | 16.3 | B | 0.28 | 17.0 | B |
| | | R | 0.27 | 16.6 | B | 0.28 | 16.8 | B | 0.29 | 17.5 | B |
| Jerome Avenue | NB | T | 0.24 | 15.9 | B | 0.26 | 16.1 | B | 0.26 | 15.5 | B |
| | | R | 0.60 | 2.2 | A | 0.63 | 2.5 | A | 0.63 | 2.4 | A |
| | SB | DefL | 0.79 | 38.2 | - | 0.85 | 45.6 | D | 0.82 | 41.1 | D |
| | | LT | 0.48 | 20.3 | C | 0.53 | 21.3 | C | 0.52 | 20.4 | C |
| **Overall Intersection** | | - | | **14.9** | **B** | | **16.0** | **B** | | **15.4** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 0.99 | 110.2 | F | 1.06 | 130.7 | F | 0.99 | 105.2 | F |
| | | TR | 0.75 | 45.2 | D | 0.75 | 45.2 | D | 0.72 | 41.9 | D |
| | WB | LTR | 1.01 | 69.6 | E | 1.02 | 71.3 | E | 0.98 | 60.3 | E |
| Jerome Avenue | NB | LTR | 0.41 | 9.8 | A | 0.44 | 10.1 | B | 0.45 | 10.7 | B |
| | SB | LTR | 0.44 | 10.2 | B | 0.46 | 10.4 | B | 0.47 | 11.1 | B |
| **Overall Intersection** | | - | | **34.0** | **C** | | **35.0** | **C** | | **30.9** | **C** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.66 | 26.1 | C | 0.67 | 26.5 | C | 0.73 | 31.1 | C |
| Jerome Avenue | NB | TR | 0.73 | 32.9 | C | 0.78 | 35.0 | C | 0.70 | 29.9 | C |
| | SB | DefL | 0.93 | 62.1 | E | 1.01 | 82.1 | F | 0.94 | 63.5 | E |
| | | T | 0.33 | 16.1 | B | 0.35 | 16.5 | B | 0.33 | 14.4 | B |
| **Overall Intersection** | | **-** | | **34.6** | **C** | | **39.5** | **D** | | **34.6** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.71 | 37.6 | D | 0.71 | 37.9 | D | 0.66 | 33.8 | C |
| | WB | LTR | 0.99 | 75.7 | E | 1.06 | 94.5 | F | 0.98 | 70.0 | E |
| Jerome Avenue | NB | LTR | 0.37 | 13.5 | B | 0.39 | 13.7 | B | 0.41 | 15.1 | B |
| | SB | LTR | 0.18 | 11.6 | B | 0.21 | 11.9 | B | 0.22 | 13.1 | B |
| **Overall Intersection** | | **-** | | **34.7** | **C** | | **39.8** | **D** | | **33.1** | **C** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.52 | 32.1 | C | 0.55 | 32.7 | C | 0.55 | 32.7 | C |
| | | R | 1.38 | 244.4 | F | 1.47 | 282.1 | F | 1.47 | 282.1 | F |
| 167th Street | WB | L | 0.51 | 32.5 | C | 0.51 | 32.4 | C | 0.51 | 32.4 | C |
| | | T | 0.74 | 40.1 | D | 0.76 | 41.3 | D | 0.76 | 41.3 | D |
| | | R | 0.22 | 29.0 | C | 0.22 | 29.0 | C | 0.22 | 29.0 | C |
| Jerome Avenue | NB | DefL | 1.24 | 173.4 | F | 1.40 | 240.4 | F | 1.40 | 240.4 | F |
| | | TR | 0.74 | 41.1 | D | 0.74 | 41.1 | D | 0.74 | 41.1 | D |
| | SB | LTR | 0.47 | 27.8 | C | 0.48 | 28.0 | C | 0.48 | 28.0 | C |
| Cromwell Avenue | NE-B | R | 0.13 | 25.0 | C | 0.16 | 25.6 | C | 0.16 | 25.6 | C |
| **Overall Intersection** | | **-** | | **69.0** | **E** | | **83.4** | **F** | | **83.4** | **F** |
| **River Avenue and 167th Street** | | | | | | | | | | | | |
| E. 167th Street | EB | LTR | 0.79 | 26.6 | C | 0.80 | 27.8 | C | 0.80 | 27.8 | C |
| | WB | LTR | 0.85 | 31.7 | C | 0.86 | 32.3 | C | 0.86 | 32.3 | C |
| River Avenue | NB | LTR | 0.97 | 82.3 | F | 1.20 | 156.7 | F | 1.20 | 156.7 | F |
| | SB | LTR | 0.38 | 29.7 | C | 0.38 | 29.9 | C | 0.38 | 29.9 | C |
| **Overall Intersection** | | **-** | | **37.8** | **D** | | **53.3** | **D** | | **53.3** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.99 | 70.4 | E | 1.11 | 105.6 | F | 1.00 | 71.5 | E |
| Jerome Avenue | NB | TR | 0.40 | 12.7 | B | 0.41 | 12.9 | B | 0.44 | 14.9 | B |
| | SB | LT | 0.55 | 15.2 | B | 0.57 | 15.6 | B | 0.62 | 18.4 | B |
| **Overall Intersection** | | **-** | | **27.5** | **C** | | **37.6** | **D** | | **30.7** | **C** |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Concourse and 170th Street** | | | | | | | | | | | | |
| 170th Street | EB | L | 0.36 | 34.3 | C | 0.37 | 35.0 | C | 0.39 | 36.2 | D |
| | | TR | 0.49 | 37.4 | D | 0.52 | 38.5 | D | 0.54 | 39.9 | D |
| | WB | L | 0.43 | 37.3 | D | 0.43 | 37.6 | D | 0.45 | 39.3 | D |
| | | TR | 0.43 | 34.2 | C | 0.48 | 35.3 | D | 0.49 | 36.4 | D |
| Grand Concourse Mainline | NB | L | 0.64 | 73.7 | E | 0.73 | 81.7 | F | 0.60 | 66.9 | E |
| | | T | 0.72 | 29.4 | C | 0.73 | 29.7 | C | 0.75 | 30.8 | C |
| | SB | L | 0.32 | 57.7 | E | 0.32 | 57.7 | E | 0.26 | 53.7 | D |
| | | T | 0.40 | 22.4 | C | 0.41 | 22.5 | C | 0.42 | 23.2 | C |
| Grand Concourse Service Road | NB | TR | 0.67 | 31.5 | C | 0.68 | 31.9 | C | 0.69 | 33.2 | C |
| | SB | TR | 0.63 | 29.9 | C | 0.64 | 30.2 | C | 0.65 | 31.4 | C |
| **Overall Intersection** | | **-** | | **32.8** | **C** | | **33.4** | **C** | | **34.7** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | | |
| 167th Street | EB | L | 1.04 | 130.8 | F | 1.05 | 136.0 | F | 1.05 | 136.0 | F |
| | | TR | 0.96 | 83.5 | F | 1.14 | 136.6 | F | 1.14 | 136.6 | F |
| | WB | L | 0.06 | 30.7 | C | 0.07 | 31.0 | C | 0.07 | 31.0 | C |
| | | TR | 1.09 | 120.0 | F | 1.10 | 123.1 | F | 1.10 | 123.1 | F |
| Grand Concourse Mainline | NB | T | 0.60 | 28.5 | C | 0.61 | 28.8 | C | 0.61 | 28.8 | C |
| | SB | L | 0.94 | 127.6 | F | 0.94 | 125.1 | F | 0.94 | 125.1 | F |
| | | T | 0.40 | 24.8 | C | 0.41 | 25.0 | C | 0.41 | 25.0 | C |
| Grand Concourse Service Road | NB | TR | 0.66 | 34.2 | C | 0.67 | 34.8 | C | 0.67 | 34.8 | C |
| | SB | TR | 0.75 | 40.3 | D | 0.76 | 40.9 | D | 0.76 | 40.9 | D |
| **Overall Intersection** | | **-** | | **74.1** | **E** | | **87.5** | **F** | | **87.5** | **F** |

## 2024 Expanded Alternative Construction Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | |
| **Jerome Avenue and Fordham Road** | | | | | | | | |
| Fordham Road | EB | LT | - | - | - | 0.82 | 20.8 | C |
| | WB | LTR | - | - | - | 0.69 | 15.4 | B |
| Jerome Avenue | NB | LTR | - | - | - | 1.28 | 189.8 | F |
| | SB | LTR | - | - | - | 1.18 | 155.5 | F |
| **Overall Intersection** | | - | | - | - | | **58.1** | **E** |
| **Jerome Avenue and 184th Street** | | | | | | | | |
| 184th Street | WB | LT | - | - | - | 0.55 | 40.5 | D |
| Jerome Avenue | NB | LTR | - | - | - | 0.30 | 14.6 | B |
| | SB | LTR | - | - | - | 0.25 | 14.0 | B |
| **Overall Intersection** | | - | | - | - | | **20.1** | **C** |
| **Jerome Avenue and E. 183rd Street** | | | | | | | | |
| E. 183rd Street | WB | LR | - | - | - | 0.53 | 40.7 | D |
| Jerome Avenue | NB | TR | - | - | - | 0.52 | 18.8 | B |
| | SB | LT | - | - | - | 0.55 | 20.2 | C |
| **Overall Intersection** | | - | | - | - | | **23.3** | **C** |
| **Jerome Avenue and W. 183rd Street** | | | | | | | | |
| W. 183rd Street | EB | LR | - | - | - | 0.49 | 39.3 | D |
| Jerome Avenue | NB | LT | - | - | - | 0.54 | 19.6 | B |
| | SB | TR | | - | - | 0.61 | 21.7 | C |
| **Overall Intersection** | | - | | - | - | | **23.9** | **C** |
| **Jerome Avenue and W. 182nd Street** | | | | | | | | |
| Jerome Avenue | NB | LT | - | - | - | 0.23 | 14.2 | B |
| | SB | TR | - | - | - | 0.23 | 14.3 | B |
| **Overall Intersection** | | - | | - | - | | **14.2** | **B** |
| **Jerome Avenue and E. 181st Street** | | | | | | | | |
| E. 181st Street | WB | LTR | - | - | - | 0.55 | 38.9 | D |
| Jerome Avenue | NB | LT | - | - | - | 0.25 | 14.0 | B |
| | SB | TR | - | - | - | 0.24 | 13.8 | B |
| **Overall Intersection** | | - | | - | - | | **21.1** | **C** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | |
| Burnside Avenue | EB | LTR | - | - | - | 0.82 | 41.1 | D |
| | WB | LTR | - | - | - | 0.88 | 47.1 | D |
| Jerome Avenue | NB | LTR | - | - | - | 0.63 | 29.5 | C |
| | SB | LTR | - | - | - | 0.87 | 46.7 | D |
| **Overall Intersection** | | - | | - | - | | **41.6** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | |
| Tremont Avenue | EB | LTR | 0.56 | 29.9 | C | 1.19 | 138.3 | F |
| | WB | LTR | 0.56 | 29.9 | C | 1.25 | 162.5 | F |
| Jerome Avenue | NB | LTR | 0.21 | 22.3 | C | 0.48 | 26.9 | C |
| | SB | LTR | 0.33 | 24.0 | C | 0.67 | 32.1 | C |
| **Overall Intersection** | | - | | **26.7** | **C** | | **95.9** | **F** |
| **Jerome Avenue and E. 176th Street** | | | | | | | | |
| E. 176th Street | WB | LR | - | - | - | 0.34 | 23.9 | C |
| Jerome Avenue | NB | TR | - | - | - | 0.59 | 16.6 | B |
| | SB | LT | - | - | - | 0.68 | 20.0 | C |
| **Overall Intersection** | | - | | - | - | | **19.0** | **B** |

## 2024 Expanded Alternative Construction Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.25 | 16.0 | B | 0.28 | 16.3 | B |
| | | R | 0.29 | 17.0 | B | 0.27 | 16.7 | B |
| Jerome Avenue | NB | T | 0.14 | 15.0 | B | 0.26 | 16.0 | B |
| | | R | 0.34 | 0.7 | A | 0.64 | 2.6 | A |
| | SB | DefL | 0.35 | 19.0 | B | 0.84 | 43.7 | D |
| | | LT | 0.32 | 17.5 | B | 0.54 | 21.4 | C |
| **Overall Intersection** | | - | | **12.3** | **B** | | **15.7** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | |
| Featherbed Lane | EB | DefL | - | - | - | 1.10 | 143.1 | F |
| | | TR | - | - | - | 0.75 | 45.5 | D |
| | | LTR | 0.47 | 30.3 | C | - | - | - |
| | WB | LTR | 0.57 | 30.3 | C | 1.02 | 71.3 | E |
| Jerome Avenue | NB | LTR | 0.27 | 8.5 | A | 0.46 | 10.3 | B |
| | SB | LTR | 0.36 | 9.3 | A | 0.47 | 10.5 | B |
| **Overall Intersection** | | - | | **16.5** | **B** | | **35.8** | **D** |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.41 | 20.4 | C | 0.66 | 26.2 | C |
| Jerome Avenue | NB | TR | 0.39 | 26.2 | C | 0.67 | 31.3 | C |
| | SB | DefL | 0.46 | 21.7 | C | 0.94 | 63.4 | E |
| | | T | 0.29 | 15.7 | B | 0.35 | 16.4 | B |
| **Overall Intersection** | | - | | **21.5** | **C** | | **34.5** | **C** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.27 | 23.2 | C | 0.63 | 32.9 | C |
| Jerome Avenue | NB | LTR | 0.24 | 11.2 | B | 0.51 | 14.1 | B |
| | SB | LTR | 0.27 | 11.3 | B | 0.32 | 11.8 | B |
| **Overall Intersection** | | - | | **12.5** | **B** | | **16.0** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.40 | 29.0 | C | 0.78 | 44.4 | D |
| Jerome Avenue | NB | LT | 0.25 | 12.5 | B | 0.49 | 15.6 | B |
| | SB | TR | 0.41 | 14.5 | B | 0.61 | 18.2 | B |
| **Overall Intersection** | | - | | **16.7** | **B** | | **23.0** | **C** |
| **Jerome Avenue and Macombs Road** | | | | | | | | |
| Macombs Road | EB | LR | 0.17 | 21.4 | C | 0.23 | 22.2 | C |
| Jerome Avenue | NB | LT | 0.22 | 11.0 | B | 0.46 | 13.7 | B |
| | SB | TR | 0.18 | 10.6 | B | 0.21 | 10.8 | B |
| **Overall Intersection** | | - | | **12.1** | **B** | | **13.6** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | |
| Jerome Avenue | EB | L | 0.58 | 42.2 | D | 0.72 | 43.2 | D |
| | | R | 0.46 | 39.0 | D | 0.46 | 34.0 | C |
| Macombs Dam Bridge | NB | T | 0.13 | 19.2 | B | 0.42 | 25.8 | C |
| | SB | T | 0.29 | 20.8 | C | 0.55 | 28.1 | C |
| **Overall Intersection** | | - | | **28.0** | **C** | | **31.0** | **C** |

## 2024 Expanded Alternative Construction Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and 170th Street** | | | | | | | | |
| 170th Street | EB | LTR | 0.51 | 31.0 | C | 0.77 | 41.3 | D |
| | WB | LTR | 0.66 | 34.6 | C | 1.06 | 95.5 | F |
| Jerome Avenue | NB | LTR | 0.19 | 11.7 | B | 0.40 | 13.8 | B |
| | SB | LTR | 0.19 | 11.8 | B | 0.19 | 11.6 | B |
| **Overall Intersection** | | - | | **22.2** | **C** | | **40.8** | **D** |
| **Jerome Avenue and 167th Street** | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.33 | 29.1 | C | 0.56 | 32.8 | C |
| | | R | 0.76 | 57.2 | E | 1.48 | 285.2 | F |
| 167th Street | WB | L | 0.31 | 28.0 | C | 0.51 | 32.4 | C |
| | | T | 0.37 | 28.5 | C | 0.76 | 41.3 | D |
| | | R | 0.06 | 8.2 | A | 0.23 | 29.2 | C |
| Jerome Avenue | NB | LTR | 0.50 | 28.9 | C | - | - | - |
| | | DefL | - | - | - | 1.42 | 246.8 | F |
| | | TR | - | - | - | 0.74 | 41.1 | D |
| | SB | LTR | 0.32 | 29.3 | C | 0.49 | 28.2 | C |
| Cromwell Avenue | NE-B | R | 0.05 | 25.6 | C | 0.09 | 6.7 | A |
| **Overall Intersection** | | - | | **32.5** | **C** | | **84.3** | **F** |
| **River Avenue and 167th Street** | | | | | | | | |
| E. 167th Street | EB | LTR | - | - | - | 0.82 | 28.6 | C |
| | WB | LTR | - | - | - | 0.86 | 32.2 | C |
| River Avenue | NB | LTR | - | - | - | 0.91 | 64.7 | E |
| | SB | LTR | - | - | - | 0.33 | 28.0 | C |
| **Overall Intersection** | | - | | **-** | **-** | | **36.7** | **D** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | |
| E. 165th Street | WB | LR | 0.51 | 28.2 | C | 1.10 | 104.7 | F |
| Jerome Avenue | NB | TR | 0.22 | 11.0 | B | 0.41 | 12.8 | B |
| | SB | LT | 0.36 | 12.5 | B | 0.57 | 15.6 | B |
| **Overall Intersection** | | - | | **15.3** | **B** | | **37.3** | **D** |
| **Jerome Avenue and E. 164th Street** | | | | | | | | |
| E. 164th Street | WB | LR | 0.19 | 21.8 | C | 0.37 | 24.6 | C |
| Jerome Avenue | NB | TR | 0.22 | 10.9 | B | 0.40 | 12.6 | B |
| | SB | LT | 0.35 | 12.2 | B | 0.51 | 14.2 | B |
| **Overall Intersection** | | - | | **12.5** | **B** | | **14.6** | **B** |
| **Grand Concourse and Burnside Avenue** | | | | | | | | |
| Burnside Avenue | EB | LTR | - | - | - | 0.74 | 51.3 | D |
| | WB | LTR | - | - | - | 0.62 | 43.8 | D |
| Grand Concourse Mainline | NB | L | - | - | - | 0.44 | 60.4 | E |
| | | T | - | - | - | 0.71 | 27.8 | C |
| | SB | L | - | - | - | 0.40 | 59.0 | E |
| | | T | - | - | - | 0.51 | 23.0 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 1.00 | 67.8 | E |
| | SB | TR | - | - | - | 0.66 | 29.6 | C |
| **Overall Intersection** | | - | | **-** | **-** | | **51.2** | **D** |

## 2024 Expanded Alternative Construction Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Tremont Avenue** | | | | | | | | |
| Tremont Avenue | EB | L | - | - | - | 0.73 | 63.2 | E |
| | | TR | - | - | - | 1.13 | 140.5 | F |
| | WB | L | - | - | - | 0.72 | 70.3 | E |
| | | TR | - | - | - | 0.73 | 60.1 | E |
| Grand Concourse Mainline | NB | L | - | - | - | 0.78 | 84.7 | F |
| | | T | - | - | - | 0.76 | 29.8 | C |
| | SB | L | - | - | - | 0.89 | 96.8 | F |
| | | T | - | - | - | 0.50 | 23.3 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 0.95 | 57.9 | E |
| | SB | TR | - | - | - | 0.49 | 24.8 | C |
| **Overall Intersection** | | **-** | | **-** | **-** | | **67.8** | **E** |
| **Grand Concourse and 170th Street** | | | | | | | | |
| 170th Street | EB | L | - | - | - | 0.37 | 35.0 | C |
| | | TR | - | - | - | 0.49 | 37.2 | D |
| | WB | L | - | - | - | 0.43 | 37.4 | D |
| | | TR | - | - | - | 0.48 | 35.3 | D |
| Grand Concourse Mainline | NB | L | - | - | - | 0.72 | 80.9 | F |
| | | T | - | - | - | 0.73 | 29.7 | C |
| | SB | L | - | - | - | 0.32 | 57.7 | E |
| | | T | - | - | - | 0.41 | 22.5 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 0.68 | 31.9 | C |
| | SB | TR | - | - | - | 0.64 | 30.2 | C |
| **Overall Intersection** | | **-** | | **-** | **-** | | **33.2** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | |
| 167th Street | EB | L | - | - | - | 1.05 | 136.0 | F |
| | | TR | - | - | - | 1.17 | 150.6 | F |
| | WB | L | - | - | - | 0.07 | 31.1 | C |
| | | TR | - | - | - | 1.10 | 123.1 | F |
| Grand Concourse Mainline | NB | T | - | - | - | 0.61 | 28.8 | C |
| | SB | L | - | - | - | 0.94 | 125.1 | F |
| | | T | - | - | - | 0.41 | 24.9 | C |
| Grand Concourse Service Road | NB | TR | - | - | - | 0.67 | 34.8 | C |
| | SB | TR | - | - | - | 0.76 | 40.6 | D |
| **Overall Intersection** | | **-** | | **-** | **-** | | **91.0** | **F** |
| **Edward L. Grant Highway and W. 169th Street** | | | | | | | | |
| W. 169th Street | WB | LR | - | - | - | 0.48 | 45.9 | D |
| Edward L. Grant Highway | NB | TR | - | - | - | 0.36 | 11.5 | B |
| | SB | LT | - | - | - | 0.64 | 16.8 | B |
| **Overall Intersection** | | **-** | | **-** | **-** | | **16.9** | **B** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | |
| W. 170th Street | EB | LT | 0.34 | 16.2 | B | 1.11 | 100.1 | F |
| | WB | TR | 0.38 | 17.7 | B | 0.53 | 20.4 | C |
| Inwood Avenue | NB | LTR | 0.38 | 29.1 | C | 0.86 | 51.9 | D |
| **Overall Intersection** | | **-** | | **19.8** | **B** | | **60.7** | **E** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | |
| W. 170th Street | EB | TR | 0.27 | 13.7 | B | - | - | - |
| | WB | LT | 0.35 | 15.0 | B | - | - | - |
| Cromwell Avenue | SB | LTR | 0.33 | 21.0 | C | - | - | - |
| **Overall Intersection** | | **-** | | **15.9** | **B** | | **-** | **-** |

## 2024 Expanded Alternative Construction Conditions

| INTERSECTION & APPROACH | | Mvt. | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **University Avenue and Washington Bridge On-Ramps** | | | | | | | | |
| University Avenue | NB | L | - | - | - | 0.57 | 10.3 | B |
| | | T | - | - | - | 0.49 | 13.7 | B |
| | SB | TR | - | - | - | 0.56 | 14.9 | B |
| **Overall Intersection** | | **-** | | **-** | **-** | | **13.4** | **B** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | - | - | - | 1.06 | 97.3 | F |
| | | R | - | - | - | 0.99 | 75.6 | E |
| University Avenue | NB | T | - | - | - | 0.86 | 37.1 | D |
| | SB | T | - | - | - | 0.39 | 24.0 | C |
| **Overall Intersection** | | **-** | | **-** | **-** | | **51.6** | **D** |

# 2024 Expanded Alternative Construction AM Conditions

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | - | - | F | 0.56 | 29.9 | C | 0.49 | 27.4 | C |
| | WB | LTR | - | - | F | 0.56 | 29.9 | C | 0.49 | 27.5 | C |
| Jerome Avenue | NB | LTR | - | - | F | 0.21 | 22.3 | C | 0.20 | 22.2 | C |
| | SB | LTR | - | - | F | 0.33 | 24.0 | C | 0.32 | 23.8 | C |
| **Overall Intersection** | | **-** | | **-** | **F** | | **26.7** | **C** | | **25.3** | **C** |
| **Jerome Avenue and SB I-95 Off Ramps** | | | | | | | | | | | |
| SB I-95 Off Ramps | WB | L | 0.24 | 15.9 | B | 0.25 | 16.0 | B | 0.25 | 16.0 | B |
| | | R | 0.28 | 16.8 | B | 0.29 | 17.0 | B | 0.29 | 17.0 | B |
| Jerome Avenue | NB | T | 0.13 | 14.9 | B | 0.14 | 15.0 | B | 0.14 | 15.0 | B |
| | | R | 0.31 | 0.7 | A | 0.34 | 0.7 | A | 0.34 | 0.7 | A |
| | SB | DefL | - | - | - | 0.35 | 19.0 | B | 0.35 | 19.0 | B |
| | | LT | 0.33 | 17.2 | B | 0.32 | 17.5 | B | 0.32 | 17.5 | B |
| **Overall Intersection** | | **-** | | **12.1** | **B** | | **12.3** | **B** | | **12.3** | **B** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | LTR | - | - | F | 0.47 | 30.3 | C | 0.47 | 30.3 | C |
| | WB | LTR | - | - | F | 0.57 | 30.3 | C | 0.57 | 30.3 | C |
| Jerome Avenue | NB | LTR | - | - | F | 0.27 | 8.5 | A | 0.27 | 8.5 | A |
| | SB | LTR | - | - | F | 0.36 | 9.3 | A | 0.36 | 9.3 | A |
| **Overall Intersection** | | **-** | - | **-** | **F** | | **16.5** | **B** | | **16.5** | **B** |
| | | | | **-** | | | | | | | |
| **Jerome Avenue and NB I-95 Off Ramps** | | | | | | | | | | | |
| NB I-95 Off Ramps | EB | L | 0.40 | 20.4 | C | 0.41 | 20.4 | C | 0.41 | 20.4 | C |
| Jerome Avenue | NB | TR | 0.35 | 25.6 | C | 0.39 | 26.2 | C | 0.39 | 26.2 | C |
| | SB | DefL | 0.43 | 20.3 | C | 0.46 | 21.7 | C | 0.46 | 21.7 | C |
| | | T | 0.26 | 15.3 | B | 0.29 | 15.7 | B | 0.29 | 15.7 | B |
| **Overall Intersection** | | **-** | | **20.9** | **C** | | **21.5** | **C** | | **21.5** | **C** |
| **Jerome Avenue and Mt. Eden Avenue** | | | | | | | | | | | |
| Mt. Eden Avenue | WB | LTR | 0.29 | 23.6 | C | 0.27 | 23.2 | C | 0.27 | 23.1 | C |
| Jerome Avenue | NB | LTR | 0.22 | 11.0 | B | 0.24 | 11.2 | B | 0.24 | 11.2 | B |
| | SB | LTR | 0.24 | 11.0 | B | 0.27 | 11.3 | B | 0.27 | 11.3 | B |
| **Overall Intersection** | | **-** | | **12.5** | **B** | | **12.5** | **B** | | **12.4** | **B** |
| **Jerome Avenue and E. 172nd Street** | | | | | | | | | | | |
| E. 172nd Street | WB | LTR | 0.40 | 29.0 | C | 0.40 | 29.0 | C | 0.40 | 29.0 | C |
| Jerome Avenue | NB | LT | 0.21 | 12.1 | B | 0.25 | 12.5 | B | 0.25 | 12.5 | B |
| | SB | TR | 0.35 | 13.7 | B | 0.41 | 14.5 | B | 0.41 | 14.5 | B |
| **Overall Intersection** | | **-** | | **16.6** | **B** | | **16.7** | **B** | | **16.7** | **B** |

# 2024 Expanded Alternative Construction AM Conditions

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and Macombs Road** | | | | | | | | | | | |
| Macombs Road | EB | LR | 0.12 | 20.7 | C | 0.17 | 21.4 | C | 0.18 | 21.5 | C |
| Jerome Avenue | NB | LT | 0.20 | 10.9 | B | 0.22 | 11.0 | B | 0.44 | 14.5 | B |
| | SB | TR | 0.14 | 10.3 | B | 0.18 | 10.6 | B | 0.38 | 13.3 | B |
| **Overall Intersection** | | - | | **11.6** | **B** | | **12.1** | **B** | | **14.8** | **B** |
| **Jerome Avenue and Macombs Dam Bridge** | | | | | | | | | | | |
| Jerome Avenue | EB | L | 0.47 | 38.6 | D | 0.58 | 42.2 | D | 0.28 | 21.3 | C |
| | | R | 0.46 | 38.8 | D | 0.46 | 39.0 | D | 0.22 | 20.6 | C |
| Macombs Dam Bridge | NB | T | 0.11 | 19.0 | B | 0.13 | 19.2 | B | 0.24 | 31.1 | C |
| | SB | T | 0.28 | 20.7 | C | 0.29 | 20.8 | C | 0.53 | 35.5 | D |
| **Overall Intersection** | | - | | **26.9** | **C** | | **28.0** | **C** | | **29.2** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.48 | 30.1 | C | 0.51 | 31.0 | C | 0.23 | 21.6 | C |
| | WB | LTR | 0.59 | 32.2 | C | 0.66 | 34.6 | C | 0.60 | 30.0 | C |
| Jerome Avenue | NB | LTR | 0.18 | 11.6 | B | 0.19 | 11.7 | B | 0.37 | 13.1 | B |
| | SB | LTR | 0.13 | 11.2 | B | 0.19 | 11.8 | B | 0.18 | 10.6 | B |
| **Overall Intersection** | | - | | **21.6** | **C** | | **22.2** | **C** | | **18.9** | **B** |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.29 | 28.7 | C | 0.33 | 29.1 | C | 0.33 | 29.1 | C |
| | | R | 0.68 | 49.7 | D | 0.76 | 57.2 | E | 0.76 | 57.2 | E |
| 167th Street | WB | L | 0.31 | 28.1 | C | 0.31 | 28.0 | C | 0.31 | 28.0 | C |
| | | T | 0.36 | 28.5 | C | 0.37 | 28.5 | C | 0.37 | 28.5 | C |
| | | R | 0.06 | 8.2 | A | 0.06 | 8.2 | A | 0.06 | 8.2 | A |
| Jerome Avenue | NB | LTR | 0.45 | 28.3 | C | 0.50 | 28.9 | C | 0.50 | 28.9 | C |
| | | DefL | - | - | - | - | - | - | - | - | - |
| | | TR | - | - | - | - | - | - | - | - | - |
| | SB | LTR | 0.29 | 25.1 | C | 0.32 | 29.3 | C | 0.32 | 29.3 | C |
| Cromwell Avenue | NE-B | R | 0.09 | 24.6 | C | 0.05 | 25.6 | C | 0.05 | 25.6 | C |
| **Overall Intersection** | | - | | **31.5** | **C** | | **32.5** | **C** | | **32.5** | **C** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.51 | 28.0 | C | 0.51 | 28.2 | C | 0.51 | 28.2 | C |
| Jerome Avenue | NB | TR | 0.18 | 10.6 | B | 0.22 | 11.0 | B | 0.22 | 11.0 | B |
| | SB | LT | 0.34 | 12.2 | B | 0.36 | 12.5 | B | 0.36 | 12.5 | B |
| **Overall Intersection** | | - | | **15.3** | **B** | | **15.3** | **B** | | **15.3** | **B** |

# 2024 Expanded Alternative Construction AM Conditions

| INTERSECTION & APPROACH | | Mvt. | AM No-Action | | | AM With-Action | | | AM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Jerome Avenue and E. 164th Street** | | | | | | | | | | | |
| E. 164th Street | WB | LR | 0.19 | 21.8 | C | 0.19 | 21.8 | C | 0.19 | 21.8 | C |
| Jerome Avenue | NB | TR | 0.18 | 10.6 | B | 0.22 | 10.9 | B | 0.22 | 10.9 | B |
| | SB | LT | 0.33 | 12.0 | B | 0.35 | 12.2 | B | 0.35 | 12.2 | B |
| **Overall Intersection** | | - | | **12.4** | B | | **12.5** | B | | **12.5** | B |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LT | - | - | - | 0.34 | 16.2 | B | 0.34 | 16.2 | B |
| | WB | TR | - | - | - | 0.38 | 17.7 | B | 0.38 | 17.7 | B |
| Inwood Avenue | NB | LTR | - | - | - | 0.38 | 29.1 | C | 0.38 | 29.1 | C |
| **Overall Intersection** | | - | | - | - | | **19.8** | **B** | | **19.8** | **B** |
| **Cromwell Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | TR | - | - | - | 0.27 | 13.7 | B | 0.27 | 13.7 | B |
| | WB | LT | - | - | - | 0.35 | 15.0 | B | 0.35 | 15.0 | B |
| Cromwell Avenue | SB | LTR | - | - | - | 0.33 | 21.0 | C | 0.33 | 21.0 | C |
| **Overall Intersection** | | - | | **-** | **-** | | **15.9** | **B** | | **15.9** | **B** |

- "Mvt." refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. TR is a combined through- right turn lane(s), R or L refers to exclusive right- or left-turn movement lane(s), and LTR is a mixed lane(s) that allows for all movement types.
- V/C is the volume-to-capacity ratio for the Mvt. listed in the first column. Values above 1.0 indicate an excess of demand over capacity.
- Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group listed in the Mvt. Column as noted in the 2000 HCM - TRB.
- The delay calculations for signalized intersections represent the average control delay experienced by all vehicles that arrive in the analysis period, including delays incurred beyond the analysis period when the lane group is saturated.

## 2024 Expanded Alternative Construction PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Signalized** | | | | | | | | | | | |
| **Jerome Avenue and Fordham Road** | | | | | | | | | | | |
| Fordham Road | EB | LTR | 0.79 | 18.3 | B | 0.82 | 20.8 | C | 0.91 | 32.1 | C |
| | WB | LTR | 0.66 | 13.8 | B | 0.69 | 15.4 | B | 0.77 | 21.5 | C |
| Jerome Avenue | NB | LTR | 1.13 | 134.0 | F | 1.28 | 189.8 | F | 1.04 | 95.1 | F |
| | SB | LTR | 1.23 | 177.6 | F | 1.18 | 155.5 | F | 0.92 | 70.5 | E |
| **Overall Intersection** | | - | | **48.5** | **D** | | **58.1** | **E** | | **41.7** | **D** |
| **Jerome Avenue and Burnside Avenue** | | | | | | | | | | | |
| Burnside Avenue | EB | LTR | 0.80 | 38.6 | D | 0.82 | 41.1 | D | 0.82 | 40.8 | D |
| | WB | LTR | 0.80 | 38.7 | D | 0.88 | 47.1 | D | 0.88 | 46.5 | D |
| Jerome Avenue | NB | LTR | 0.59 | 28.1 | C | 0.63 | 29.5 | C | 0.63 | 29.5 | C |
| | SB | LTR | 0.73 | 34.6 | C | 0.87 | 46.7 | D | 0.87 | 47.0 | D |
| **Overall Intersection** | | - | | **35.4** | **D** | | **41.6** | **D** | | **41.4** | **D** |
| **Jerome Avenue and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | LTR | 1.16 | 127.4 | F | 1.19 | 138.3 | F | 1.13 | 115.2 | F |
| | WB | LTR | 1.19 | 137.8 | F | 1.25 | 162.5 | F | 1.19 | 136.0 | F |
| Jerome Avenue | NB | LTR | 0.41 | 25.4 | C | 0.48 | 26.9 | C | 0.51 | 28.8 | C |
| | SB | LTR | 0.59 | 29.4 | C | 0.67 | 32.1 | C | 0.70 | 34.8 | C |
| **Overall Intersection** | | - | | **87.4** | **F** | | **95.9** | **F** | | **83.4** | **F** |
| **Jerome Avenue and Featherbed Lane** | | | | | | | | | | | |
| Featherbed Lane | EB | DefL | 0.99 | 110.2 | F | 1.10 | 143.1 | F | 0.95 | 93.6 | F |
| | | TR | 0.75 | 45.2 | D | 0.75 | 45.5 | D | 0.69 | 39.2 | D |
| | WB | LTR | 1.01 | 69.6 | E | 1.02 | 71.3 | E | 0.94 | 51.9 | D |
| Jerome Avenue | NB | LTR | 0.41 | 9.8 | A | 0.46 | 10.3 | B | 0.48 | 11.5 | B |
| | SB | LTR | 0.44 | 10.2 | B | 0.47 | 10.5 | B | 0.49 | 11.8 | B |
| **Overall Intersection** | | - | | **34.0** | **C** | | **35.8** | **D** | | **28.5** | **C** |
| **Jerome Avenue and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | LTR | 0.71 | 37.6 | D | 0.77 | 41.3 | D | 0.72 | 36.3 | D |
| | WB | LTR | 0.99 | 75.7 | E | 1.06 | 95.5 | F | 0.98 | 70.6 | E |
| Jerome Avenue | NB | LTR | 0.37 | 13.5 | B | 0.40 | 13.8 | B | 0.42 | 15.2 | B |
| | SB | LTR | 0.18 | 11.6 | B | 0.19 | 11.6 | B | 0.19 | 12.8 | B |
| **Overall Intersection** | | - | | **34.7** | **C** | | **40.8** | **D** | | **33.8** | C |
| **Jerome Avenue and 167th Street** | | | | | | | | | | | |
| Edward L. Grant Highway | EB | LTR | 0.52 | 32.1 | C | 0.56 | 32.8 | C | 0.56 | 32.8 | C |
| | | R | 1.38 | 244.4 | F | 1.48 | 285.2 | F | 1.48 | 285.2 | F |
| 167th Street | WB | L | 0.51 | 32.5 | C | 0.51 | 32.4 | C | 0.51 | 32.4 | C |
| | | T | 0.74 | 40.1 | D | 0.76 | 41.3 | D | 0.76 | 41.3 | D |
| | | R | 0.22 | 29.0 | C | 0.23 | 29.2 | C | 0.23 | 29.2 | C |
| Jerome Avenue | NB | LTR | - | - | F | - | - | F | - | - | F |
| | | DefL | 1.24 | 173.4 | F | 1.42 | 246.8 | F | 1.42 | 246.8 | F |
| | | TR | 0.74 | 41.1 | D | 0.74 | 41.1 | D | 0.74 | 41.1 | D |
| | SB | LTR | 0.47 | 27.8 | C | 0.49 | 28.2 | C | 0.49 | 28.2 | C |
| Cromwell Avenue | NE-B | R | 0.13 | 25.0 | C | 0.09 | 6.7 | A | 0.09 | 6.7 | A |
| **Overall Intersection** | | - | | **69.0** | **E** | | **84.3** | **F** | | 84.3 | **F** |
| **Jerome Avenue and E. 165th Street** | | | | | | | | | | | |
| E. 165th Street | WB | LR | 0.99 | 70.4 | E | 1.10 | 104.7 | F | 1.00 | 71.0 | E |
| Jerome Avenue | NB | TR | 0.40 | 12.7 | B | 0.41 | 12.8 | B | 0.44 | 14.8 | B |
| | SB | LT | 0.55 | 15.2 | B | 0.57 | 15.6 | B | 0.62 | 18.4 | B |
| **Overall Intersection** | | - | | **27.5** | **C** | | **37.3** | **D** | | **30.5** | **C** |

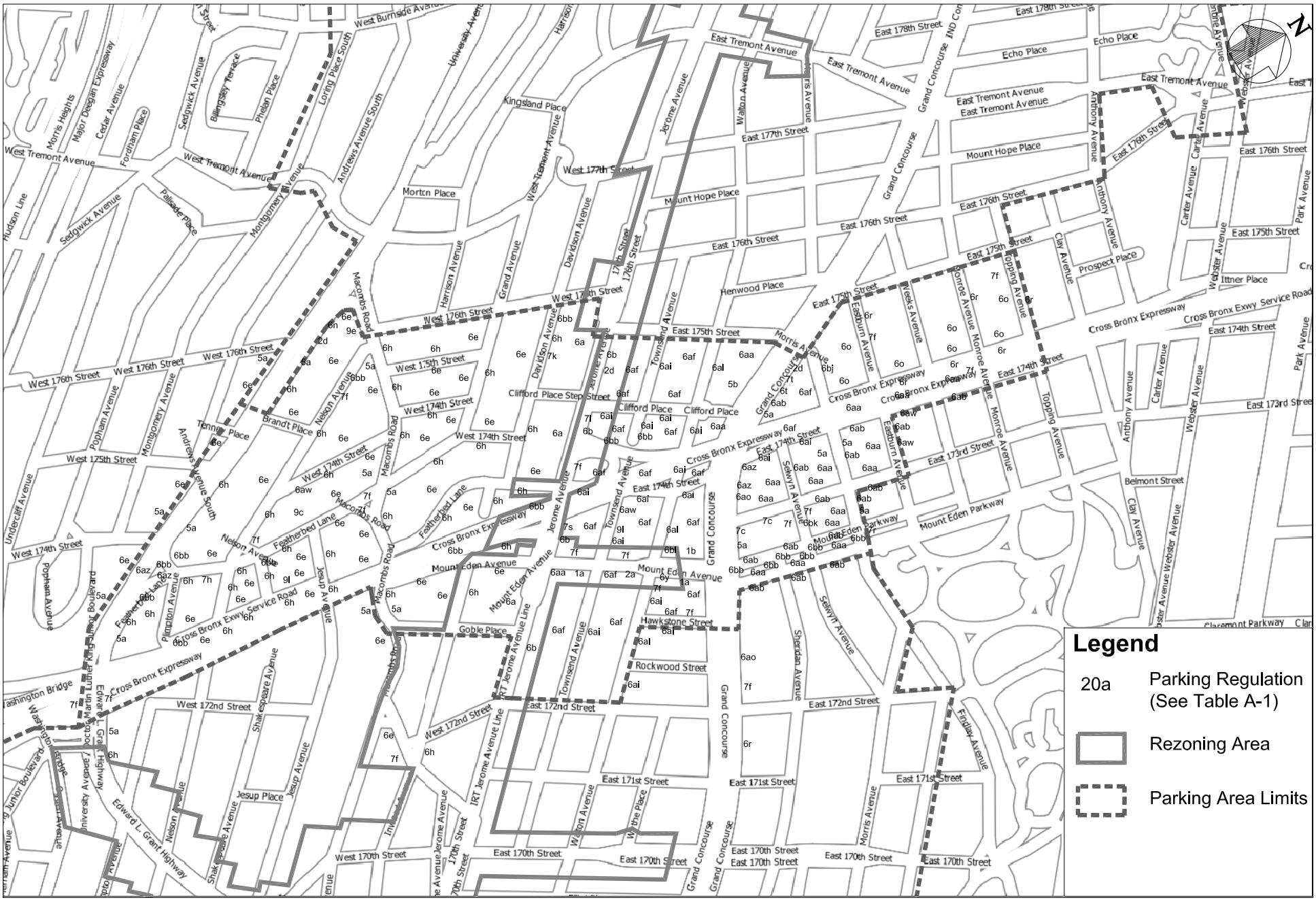
## 2024 Expanded Alternative Construction PM Mitigation

| INTERSECTION & APPROACH | | Mvt. | PM No-Action | | | PM With-Action | | | PM Mitigated | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C | Control Delay | LOS | V/C | Control Delay | LOS | V/C | Control Delay | LOS |
| **Grand Concourse and Tremont Avenue** | | | | | | | | | | | |
| Tremont Avenue | EB | L | 0.72 | 61.4 | E | 0.73 | 63.2 | E | 0.73 | 63.2 | E |
| | | TR | 1.00 | 104.0 | F | 1.13 | 140.5 | F | 1.13 | 140.5 | F |
| | WB | L | 0.63 | 59.4 | E | 0.72 | 70.3 | E | 0.72 | 70.3 | E |
| | | TR | 0.71 | 58.1 | E | 0.73 | 60.1 | E | 0.73 | 60.1 | E |
| Grand Concourse Mainline | NB | L | 0.74 | 80.1 | F | 0.78 | 84.7 | F | 0.78 | 84.7 | F |
| | | T | 0.75 | 29.6 | C | 0.76 | 29.8 | C | 0.76 | 29.8 | C |
| | SB | L | 0.89 | 96.8 | F | 0.89 | 96.8 | F | 0.89 | 96.8 | F |
| | | T | 0.49 | 23.2 | C | 0.50 | 23.3 | C | 0.50 | 23.3 | C |
| Grand Concourse Service Road | NB | TR | 0.95 | 58.3 | E | 0.95 | 57.9 | E | 0.95 | 57.9 | E |
| | SB | TR | 0.48 | 24.6 | C | 0.49 | 24.8 | C | 0.49 | 24.8 | C |
| **Overall Intersection** | | - | | **59.3** | **E** | | **67.8** | **E** | | 67.8 | **E** |
| **Grand Concourse and 170th Street** | | | | | | | | | | | |
| 170th Street | EB | L | 0.36 | 34.3 | C | 0.37 | 35.0 | C | 0.39 | 36.2 | D |
| | | TR | 0.49 | 37.4 | D | 0.49 | 37.2 | D | 0.50 | 38.5 | D |
| | WB | L | 0.43 | 37.3 | D | 0.43 | 37.4 | D | 0.45 | 39.0 | D |
| | | TR | 0.43 | 34.2 | C | 0.48 | 35.3 | D | 0.49 | 36.4 | D |
| Grand Concourse Mainline | NB | L | 0.64 | 73.7 | E | 0.72 | 80.9 | F | 0.65 | 72.4 | E |
| | | T | 0.72 | 29.4 | C | 0.73 | 29.7 | C | 0.73 | 29.7 | C |
| | SB | L | 0.32 | 57.7 | E | 0.32 | 57.7 | E | 0.29 | 55.5 | E |
| | | T | 0.40 | 22.4 | C | 0.41 | 22.5 | C | 0.41 | 22.5 | C |
| Grand Concourse Service Road | NB | TR | 0.67 | 31.5 | C | 0.68 | 31.9 | C | 0.68 | 31.9 | C |
| | SB | TR | 0.63 | 29.9 | C | 0.64 | 30.2 | C | 0.64 | 30.2 | C |
| **Overall Intersection** | | - | | **32.8** | **C** | | **33.2** | **C** | | **33.7** | **C** |
| **Grand Concourse and 167th Street** | | | | | | | | | | | |
| 167th Street | EB | L | 1.04 | 130.8 | F | 1.05 | 136.0 | F | 1.05 | 136.0 | F |
| | | TR | 0.96 | 83.5 | F | 1.17 | 150.6 | F | 1.17 | 150.6 | F |
| | WB | L | 0.06 | 30.7 | C | 0.07 | 31.1 | C | 0.07 | 31.1 | C |
| | | TR | 1.09 | 120.0 | F | 1.10 | 123.1 | F | 1.10 | 123.1 | F |
| Grand Concourse Mainline | NB | T | 0.60 | 28.5 | C | 0.61 | 28.8 | C | 0.61 | 28.8 | C |
| | SB | L | 0.94 | 127.6 | F | 0.94 | 125.1 | F | 0.94 | 125.1 | F |
| | | T | 0.40 | 24.8 | C | 0.41 | 24.9 | C | 0.41 | 24.9 | C |
| Grand Concourse Service Road | NB | TR | 0.66 | 34.2 | C | 0.67 | 34.8 | C | 0.67 | 34.8 | C |
| | SB | TR | 0.75 | 40.3 | D | 0.76 | 40.6 | D | 0.76 | 40.6 | D |
| **Overall Intersection** | | - | | **74.1** | **E** | | **91.0** | **F** | | **91.0** | **F** |
| **Inwood Avenue and W. 170th Street** | | | | | | | | | | | |
| W. 170th Street | EB | LT | 1.03 | 75.5 | E | 1.11 | 100.1 | F | - | - | - |
| | | DefL | - | - | - | - | - | - | 0.69 | 33.6 | C |
| | | T | - | - | - | - | - | - | 0.30 | 15.8 | B |
| | WB | TR | 0.47 | 19.3 | B | 0.53 | 20.4 | C | 0.54 | 21.4 | C |
| Inwood Avenue | NB | LTR | 0.79 | 44.7 | D | 0.86 | 51.9 | D | 0.81 | 45.3 | D |
| **Overall Intersection** | | - | | **49.7** | **D** | | **60.7** | **E** | | **29.0** | **C** |
| **University Avenue and Washington Bridge Off-Ramps** | | | | | | | | | | | |
| Washington Bridge Off-Ramps | EB | L | 1.03 | 87.3 | F | 1.06 | 97.3 | F | 0.95 | 66.2 | E |
| | | R | 0.95 | 67.3 | E | 0.99 | 75.6 | E | 0.91 | 56.1 | E |
| University Avenue | NB | T | 0.84 | 35.6 | D | 0.86 | 37.1 | D | 0.89 | 40.4 | D |
| | SB | T | 0.39 | 23.9 | C | 0.39 | 24.0 | C | 0.41 | 24.9 | C |
| **Overall Intersection** | | - | | **47.6** | **D** | | **51.6** | **D** | | **44.4** | **D** |

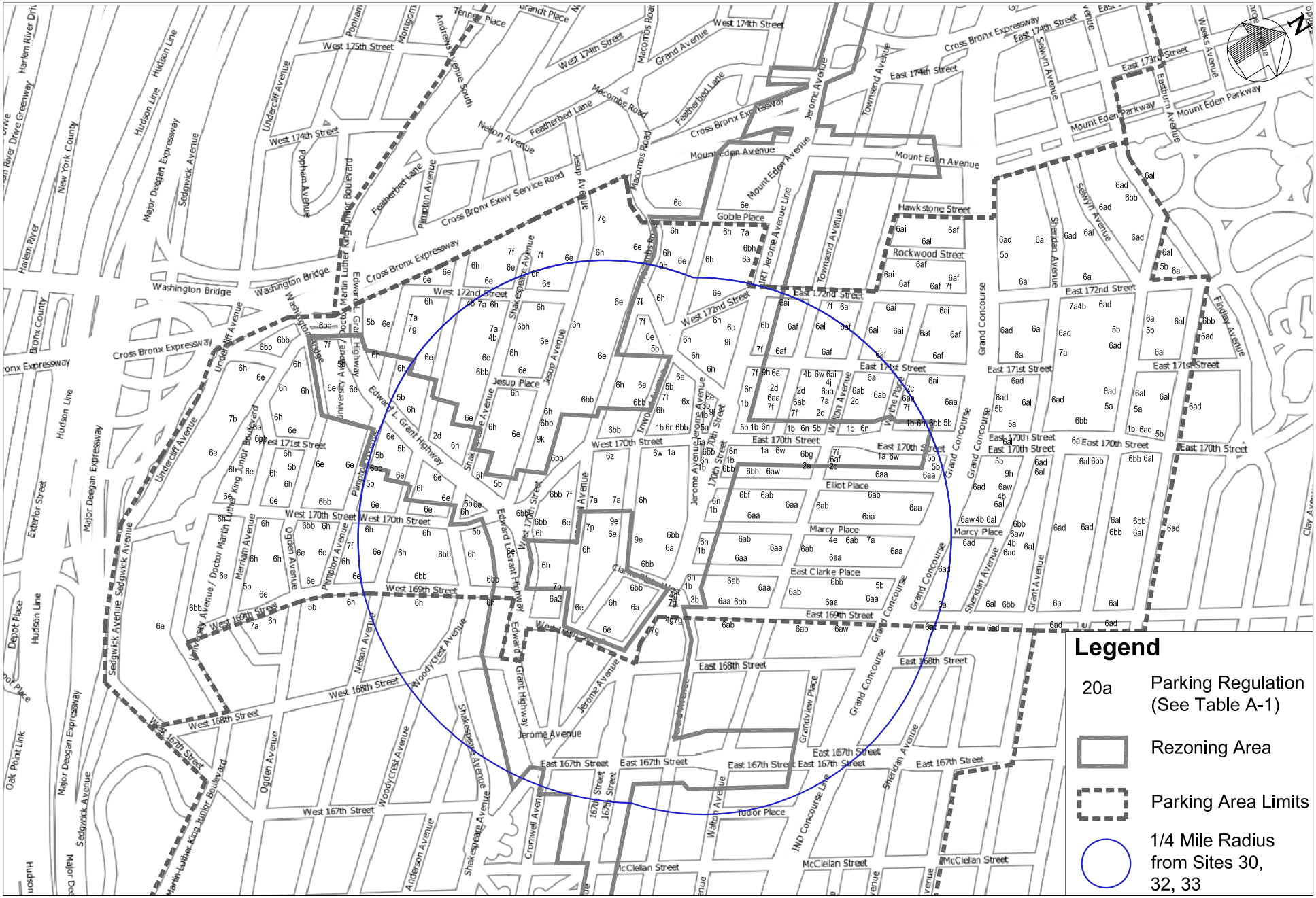

Legend
20a
Parking Regulation
(See Table A-1)
Rezoning Area
Parking Area Limits
West 190th Street
East 190th Street
West 188th Street
East 188th Street
West Fordham Road
East Fordham Road
West 184th Street
East 184th Street
West 183rd Street
East 183rd Street
West 182nd Street
East 182nd Street
West 181st Street
East 181st Street
West 180th Street
East 180th Street
West 179th Street
East 179th Street
East 187th Street
East 186th Street
East 185th Street
Morris Avenue
Davidson Avenue
Aqueduct Avenue
Jerome Avenue
Grand Concourse
Creston Avenue
Walton Avenue
Ryer Avenue
Valentine Avenue
Tiebout Avenue
Webster Avenue
Park Avenue
Marion Avenue
Elm Place
Cyrus Place
Field Place
North Street
Evelyn Place
Buchanan Place
Clinton Place
Cameron Place
Ford Street
Folin Street
Bassford Avenue
Webb Avenue
Devoe Terrace
Father Zeiser Place
Sedgwick Avenue
Major Deegan Expressway
Hudson Line
Landing Road
Hampden Place
Loring Place North
Andrews Avenue North
University Avenue / Doctor Martin Luther King Junior Boulevard
Hall of Fame Terrace
Burnside Avenue
Bush Street
Anthony Avenue
Aldus Place
Coles Lane
Kingsbridge Road
New Haven Line
3rd Avenue
Fordham Road
Grand Concourse Line
Grand Concourse
Grand Concourse Grand Concourse
Grand Concourse Grand Concourse
Grand Concourse




Jerome Avenue Rezoning EIS
Zone 2: Study Area On-Street Parking Regulations




Jerome Avenue Rezoning EIS
Zone 3: Study Area On-Street Parking Regulations




Jerome Avenue Rezoning EIS
Zone 3: Study Area On-Street Parking Regulations




Jerome Avenue Rezoning EIS
Zone 5: Study Area On-Street Parking Regulations

| CODE | Sign |
|---|---|
| 1a | 1 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY |
| 1b | 1 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY |
| 2a | 2 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY |
| 2b | 2 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY |
| 2c | 2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY |
| 2d | 2 HOUR METERED PARKING 9:30AM-7PM EXCEPT SUNDAY |
| 2d | 1 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY |
| 2e | 1 HOUR METERED PARKING 4-7PM MON THRU FRI, 9AM-7PM SAT |
| 3a | 8AM-7PM EXCEPT SUNDAY |
| 3b | 7:30-8AM TUES AND FRI |
| 4a | BOROUGH PRESIDENT VEHICLES |
| 4b | DEPARTMENT OF EDUCATION (DOE) |
| 4c | DOCTORS VEHICLES ONLY |
| 4d | EXCEPT POST OFFICE VEHICLES |
| 4e | FACULTY VEHICLES |
| 4f | FAMILY COURT JUDGES |
| 4g | POLICE DEPT VEHICLES |
| 4h | STAR (SYMBOL) AVO FIRE DEPARTMENT |
| 4i | STAR (SYMBOL) AVO SCHOOL FACULTY SCHOOL DAYS 7AM-4PM |
| 4j | AUTHORIZED VEHICLES ONLY - DEPATRMENT OF EDUCATION - SCHOOL DAYS 7AM-4PM |
| 5a | BUS STOP SIGN (BUS & HANDICAP SYMBOLS) NO STANDING |
| 5b | BUS STOP SIGN (BUS & HANDICAP SYMBOLS) NO STANDING W/ SINGLE ARROW |
| 6a | NO PARKING MONDAY THURSDAY MIDNIGHT-3AM |
| 6aa | NO PARKING 8-9:30AM MON & THURS |
| 6ab | NO PARKING 8-9:30AM TUES & FRI |
| 6ac | NO PARKING 8AM-8:30AM EXCEPT SUNDAY |
| 6ad | NO PARKING 9:30-11AM FRI |
| 6ae | NO PARKING 9:30-11AM MON |
| 6af | NO PARKING 9:30-11AM MON & THURS |
| 6ag | NO PARKING 9:30-11AM THURS |
| 6ah | NO PARKING 9:30-11AM TUES |
| 6ai | NO PARKING 9:30-11AM TUES & FRI |
| 6aj | NO PARKING 9-10:30AM FRI |
| 6ak | NO PARKING 9-10:30AM MON |
| 6al | NO PARKING 9-10:30AM MON & THUR |
| 6am | NO PARKING 9-10:30AM THURS |
| 6an | NO PARKING 9-10:30AM TUES |
| 6ao | NO PARKING 9-10:30AM TUES & FRI |
| 6ap | NO PARKING 9-10:30AM WED |
| 6aq | NO PARKING FRIDAY 8:30AM-10AM |
| 6ar | NO PARKING FRIDAY 9:30AM-11AM |
| 6as | NO PARKING MONDAY TUESDAY THURSDAY FRIDAY 7:30AM-8AM |
| 6at | NO PARKING MONDAY TUESDAY THURSDAY FRIDAY 8:30AM-9AM |
| 6au | NO PARKING SATURDAY 9:30AM-11AM |
| 6av | NO PARKING TUESDAY 8:30AM-10AM |
| 6aw | NO PARKING 7AM-4PM SCHOOL DAYS |
| 6ax | NO PARKING 7AM-5PM SCHOOL DAYS |
| 6ay | NO PARKING 7AM-7PM EXCEPT SUNDAY |
| 6az | NO PARKING 8AM-6PM EXCEPT SUNDAY |
| 6b | NO PARKING TUESDAY FRIDAY MIDNIGHT-3AM |
| 6ba | NO PARKING 9-9:30AM EXCEPT SUN |
| 6bb | NO PARKING ANYTIME |
| 6bc | NO PARKING MONDAY-FRIDAY 7AM-7PM |
| 6bd | NO PARKING MONDAY-FRIDAY 8AM-6PM |
| 6be | NO PARKING TUESDAY AND THURSDAY 8:30AM - 10:00AM |
| 6bf | NO PARKING 7AM - 6PM MON THRU FRI (CONSTRUCTION) |

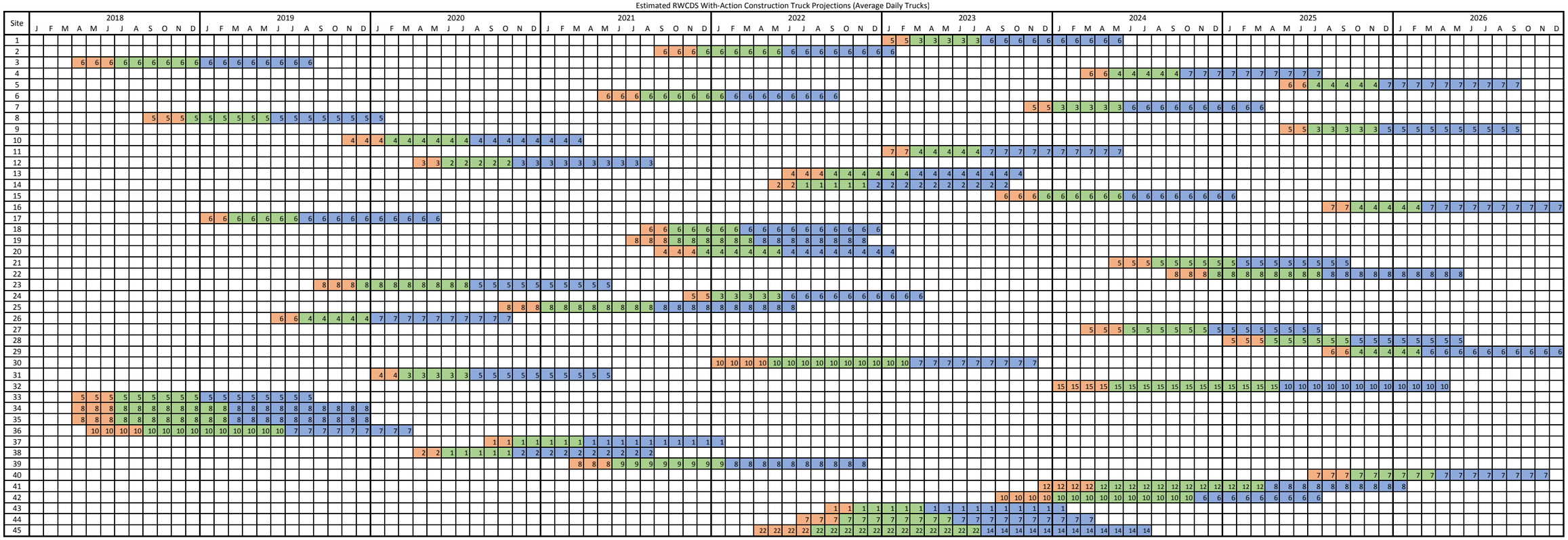
| | |
|---|---|
| 6bg | NO PARKING MON, TUES, THURS, FRI 8AM-8:30AM |
| 6bh | NO PARKING 8AM-6PM MON THRU FRI |
| 6bi | NO PARKING 7:30AM-8:00AM MON THUES THURS FRI |
| 6bj | NO PARKING 8AM-6PM MON THRU FRI |
| 6bk | NO PARKING 6AM-5PM MON THRU FRI |
| 6bl | NO PARKING 8-8:30AM SAT |
| 6bm | NO PARKING 8AM-4PM MON THRU FRI |
| 6bn | NO PARKING 7:30AM-8AM MON THRU FRI |
| 6c | NO PARKING 11:30AM TO 1PM FRI |
| 6d | NO PARKING 11:30AM TO 1PM MON |
| 6e | NO PARKING 11:30AM TO 1PM MON & THURS |
| 6f | NO PARKING 11:30AM TO 1PM THURS |
| 6g | NO PARKING 11:30AM TO 1PM TUES |
| 6h | NO PARKING 11:30AM TO 1PM TUES & FRI |
| 6i | NO PARKING 11:30AM TO 1PM TUES & THURS |
| 6j | NO PARKING 11:30AM TO 1PM WED |
| 6k | NO PARKING 11:30AM-1PM MON WED FRI |
| 6l | NO PARKING 11AM TO 12:30PM MON & THURS |
| 6m | NO PARKING 11AM TO 12:30PM TUES & FRI |
| 6n | NO PARKING 7:30AM-8AM EXCEPT SUNDAY |
| 6o | NO PARKING 8:30-10AM MON & THURS |
| 6p | NO PARKING 8:30-10AM MON WED FRI |
| 6q | NO PARKING 8:30-10AM THURS |
| 6r | NO PARKING 8:30-10AM TUES & FRI |
| 6s | NO PARKING 8:30-10AM WED |
| 6t | NO PARKING 8:30-9AM EXCEPT SUN |
| 6u | NO PARKING 8:30-9AM TUES & FRI |
| 6v | NO PARKING 8:30AM-9AM EXCEPT SUNDAY |
| 6w | NO PARKING 8-8:30AM EXCEPT SUN |
| 6x | NO PARKING 8-8:30AM MON & THURS |
| 6y | NO PARKING 8-8:30AM MON TUES THURS FRI |
| 6z | NO PARKING 8-8:30AM TUES & FRI |
| 7a | NO STANDING 7AM-4PM SCHOOL DAYS |
| 7b | NO STANDING 7AM-7PM MON THRU FRI |
| 7c | NO STANDING 7AM-7PM MON THRU FRI EXCEPT AUTHORIZED VEHICLES |
| 7d | NO STANDING 8AM-10PM INCLUDING SUNDAY |
| 7e | NO STANDING 8AM-5PM MON THRU FRI |
| 7f | NO STANDING ANYTIME |
| 7g | NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES |
| 7h | NO STANDING EXCEPT AUTHORIZED VEHICLES 8AM-6PM MON THRU FRI |
| 7i | NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-6PM EXCEPT SUNDAY |
| 7j | NO STANDING MONDAY-FRIDAY 7AM-5PM |
| 7k | NO STANDING SCHOOL DAYS 8AM-4PM |
| 7l | NO STANDING FIRE ZONE |
| 7m | NO STANDING 7AM-4PM SCHOOL DAYS EXCEPT SCHOOL BUSES |
| 7n | SNOW ROUTE - NO STANDING DURING EMERGENCY - VEHICLES TOWED |
| 7o | NO STANDING EXCEPT FARMERS MARKET VEHICLES 8AM - 6PM WEDNESDAY JULY-NOV |
| 7p | NO STANDING ANYTIME EXCEPT CITY OWNED VEHICLES; DEPT OF SANITATION |
| 7q | NO STANDING 7AM-6PM MON THRU FRI |
| 7r | NO STANDING EXCEPT FARMERS MARKET VEHICLES 8AM - 4PM WEDNESDAY JUNE-NOV |
| 7s | NO STANDING 4PM-7PM MON THRU FRI |
| 7t | NO STANDING EXCEPT AUTHORIZED VEHICLES 6AM-10PM AMBULETTE |
| 7u | NO STANDING EXCEPT FARMERS MARKET VEHICLES 8AM - 4PM SUNDAY JUNE-NOV |
| 7v | NO STANDING EXCEPT FARMERS MARKET VEHICLES 6AM - 3PM TUESDAY JUNE-NOV |
| 8a | NO STOPPING ANYTIME |
| 8a | TOW AWAY ZONE/NO PARKING STADIUM EVENT |
| 9a | TRUCK (SYMBOL) TRUCK LOADING ONLY 7AM-5PM EXCEPT SUNDAY |

| | |
|---|---|
| 9b | TRUCK (SYMBOL) TRUCK LOADING ONLY 8AM-6PM EXCEPT SUNDAY |
| 9c | TRUCK LOADING ONLY MON-FRI 10AM-NOON |
| 9d | TRUCK LOADING ONLY MON-FRI 10AM-2PM |
| 9e | NO STANDING EXCEPT TRUCKS LOADING AND UNLOADING 7AM - 7PM EXCEPT SUNDAY |
| 9f | NO STANDING EXCEPT TRUCKS LOADING AND UNLOADING 8AM - 3PM EXCEPT SUNDAY |
| 9g | NO STANDING EXCEPT TRUCKS LOADING AND UNLOADING 7AM - 3PM EXCEPT SUNDAY |
| 9h | TRUCK (SYMBOL) TRUCK LOADING ONLY 7AM-4PM EXCEPT SUNDAY |
| 9i | NO STANDING EXCEPT TRUCKS LOADING AND UNLOADING 7AM - 6PM EXCEPT SUNDAY |
| 9j | NO STANDING EXCEPT TRUCKS LOADING & UNLOADING |
| 9k | NO STANDING EXCEPT TRUCKS LOADING AND UNLOADING 8AM - 4PM EXCEPT SUNDAY |
| 9l | NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-4PM MON THRU FRI |
| 9m | NO STANDING EXCEPT TRUCKS 7AM-4PM EXCEPT SUNDAY |
| 6bo | NO PARKING 7:30AM-8:00AM MON WED FRI |
| 6bp | NO PARKING 7:30AM-8:00AM TUES THRU SAT |

Estimated RWCDS With-Action Construction Workforce Projections (Average Daily Workforce)

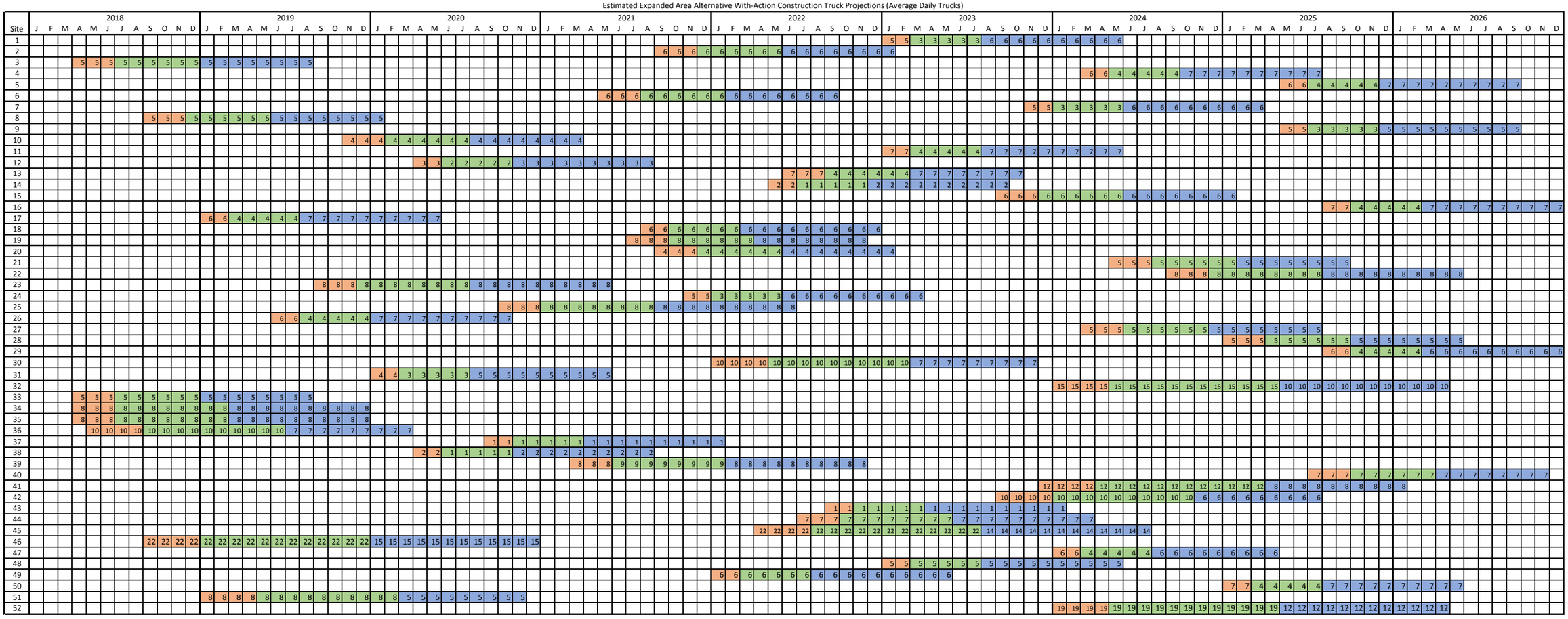
| Site | 2018 J | F | M | A | M | J | J | A | S | O | N | D | 2019 J | F | M | A | M | J | J | A | S | O | N | D | 2020 J | F | M | A | M | J | J | A | S | O | N | D | 2021 J | F | M | A | M | J | J | A | S | O | N | D | 2022 J | F | M | A | M | J | J | A | S | O | N | D | 2023 J | F | M | A | M | J | J | A | S | O | N | D | 2024 J | F | M | A | M | J | J | A | S | O | N | D | 2025 J | F | M | A | M | J | J | A | S | O | N | D | 2026 J | F | M | A | M | J | J | A | S | O | N | D |
|---|---|---

Estimated RWCDS With-Action Construction Truck Projections (Average Daily Trucks)




Demolition/Excavation/Foundation
Utility & Sewer/Superstructure/Exterior
Interior Fit-Out

Estimated Expanded Area Alternative With-Action Construction Truck Projections (Average Daily Trucks)




Demolition/Excavation/Foundation
Utility & Sewer/Superstructure/Exterior
Interior Fit-Out