

3.16 TRANSIT AND PEDESTRIANS

INTRODUCTION

This chapter describes the transit and pedestrian travel characteristics and potential adverse impacts associated with the proposed 125th Street Corridor Rezoning and Related Actions. The rezoning of approximately 24 blocks along the 125th Street corridor in East, Central and West Harlem, roughly bounded by 126th Street on the north, 124th Street on the south, Second Avenue on the east and Broadway on the west (see Figure 2.0-4 in Chapter 2.0, “Project Description”). As described in detail in earlier chapters of this EIS, the proposed action is part of a comprehensive City initiative to support the ongoing revitalization of 125th Street, Harlem’s Main Street. The proposed action would provide new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing. The transportation analyses in this EIS address a development program that could reasonably be constructed by 2017. The analyses in this chapter focus on the subway and local bus modes operated by MTA New York City Transit (NYCT), as well as pedestrian trips generated by the 26 projected development sites defined in the Reasonable Worst Case Development Scenario in Chapter 2.0, “Project Description.” The locations of projected development sites are shown in Figure 2.0-5 and their anticipated uses are listed in Table 2.0-5 in Chapter 2.0, “Project Description.” A qualitative discussion of the commuter rail service provided by MTA Metro-North Railroad via the Harlem-125th Street station at East 125th Street and Park Avenue is also provided.

METHODOLOGY

In this chapter, the existing conditions at the transit and pedestrian facilities that are expected to be used by the generated new demand from projected development sites are described in detail. The analyses focus on the weekday AM (8-9 AM) and PM (5-6 PM) peak commuter hours, as it is during these periods that peak demand from these mixed-use development sites would coincide with peak demand on the subway, local bus and pedestrian systems. The pedestrian analyses also examine weekday midday (12-1 PM) conditions as pedestrian facilities are often intensively used during midday periods in Manhattan. Future 2017 conditions without the proposed action (No Action conditions) are determined based on additional transit and pedestrian demand from anticipated developments and general background growth, along with any changes to transit facilities or services expected by 2017. Increases in travel demand resulting from the proposed action, minus the travel demand lost due to displaced No Action uses, are then projected and added to the base No Action condition to develop the 2017 future with the proposed action (With Action conditions). Any significant adverse impacts from the proposed action are then identified.

The analysis of subway stations conditions focuses on those stations along the 125th Street corridor that would be used by project-generated subway demand. These include the 125th Street IRT (1) station at Broadway, the 125th Street IND (A, B, C, D) station at St. Nicholas Avenue, the 125th Street IRT (2, 3) station at Lenox Avenue, and the 125th Street IRT (4, 5, 6) station at Lexington Avenue. The *CEQR Technical Manual* typically requires a detailed analysis of a transit facility when the incremental increase in peak hour trips totals 200 persons per hour or

more. As discussed later in this chapter, net new subway trips generated by the proposed action would exceed this threshold in one or more analyzed peak hours at the 125th Street IND (A, B, C, D) station, the 125th Street IRT (2, 3) station, and the 125th Street IRT (4, 5, 6) station. These stations were therefore selected for quantitative analysis in the EIS. The analysis examines key subway station elements under peak 15-minute flow conditions, focusing on street stairways and fare arrays that are expected to be used by concentrations of project-generated trips. As discussed later in this chapter, the proposed action would generate fewer than 200 person trips in any analyzed peak hour at the 125th Street IRT (1) station. This subway station is therefore discussed qualitatively in this EIS. The subway line haul analysis examines conditions in the peak southbound direction in the AM peak hour and the peak northbound direction in the PM peak hour for each of the ten subway routes serving the 125th Street corridor (Nos. 1, 2, 3, 4, 5 and 6, and the A, B, C and D).

The 125th Street corridor is well served by local bus routes operated by MTA New York City Transit, with a total of 18 routes traversing the corridor or along the intersecting north-south avenues. Bus patrons en route to and from projected development sites would likely find it unnecessary to walk a substantial distance for access to needed bus service. Consequently, the analysis of project-generated bus trips focuses on the 18 routes that operate along, or intersect, the 125th Street corridor. These include the M1, M2, M3, M4, M7, M10, M11, M15, M18, M35, M60, M98, M100, M101, M102, M103, M104 and Bx15.

In addition to the subway and bus modes, the 125th Street corridor is also served by Metro-North commuter rail service via the Harlem-125th Street station at East 125th Street and Park Avenue. As discussed later in this chapter, the proposed action would generate fewer than 200 new trips by commuter rail in any analyzed peak hour. A qualitative discussion of Metro-North commuter rail service at the Harlem-125th Street station is therefore provided.

The analysis of pedestrian conditions focuses on pedestrian elements (sidewalks, corner areas and crosswalks) where substantial numbers of new trips would be generated by projected developments. The pedestrian analysis examines peak 15-minute flow conditions in the AM, midday and PM peak hours on all sidewalks, corner areas and crosswalks along 125th Street from Third Avenue to St. Nicholas Avenue, and at Broadway. The analysis also examines conditions on sidewalks, corner areas and crosswalks adjacent to three additional intersections along 124th Street (at Adam Clayton Powell Boulevard, Lenox Avenue and Madison Avenue), and two additional intersections along 126th Street (at Adam Clayton Powell Boulevard and Lenox Avenue) where project-generated pedestrian trips are also expected to be concentrated.

DATA COLLECTION

Counts at selected subway station stairways and fare arrays were conducted during the weekday AM and PM peak periods in November 2006 at the 125th Street IND (A, B, C, D) station, the 125th Street IRT (2, 3) station, and the 125th Street IRT (4, 5, 6) station. Weekday AM, midday and PM peak hour pedestrian counts were also conducted at this time along the 125th Street corridor and selected locations along 124th Street and 126th Street. Weekday AM and PM peak

hour maximum load point data for subway and local bus routes serving the 125th Street corridor were obtained from MTA New York City Transit.

3.16.1 EXISTING CONDITIONS

Subway Service

The rezoning area along 125th Street in Harlem is reached via 10 subway lines that are accessible at four subway stations. As shown in Figure 3.16-1, these include (from west to east) the 125th Street IRT (1) station at Broadway, the 125th Street IND (A, B, C, D) station at St. Nicholas Avenue, the 125th Street IRT (2, 3) station at Lenox Avenue, and the 125th Street IRT (4, 5, 6) station at Lexington Avenue. Table 3.16-1 shows the average weekday entering turnstile counts at these four stations for the years 2003 through 2005, as well as the 2005 ranking of each station based on average weekday ridership relative to all 423 stations system-wide.

Table 3.16-1
Average Weekday Entering Turnstile Counts

Subway Station	2005 Rank	2003	2004	2005	Percent Change 2003—2005
125 th Street IRT (1) Station	199	5,495	6,244	6,752	22.9%
125 th Street IND (A, B, C, D) Station	53	19,548	20,017	20,667	5.7%
125 th Street IRT (2, 3) Station	110	11,150	11,613	11,929	7.0%
125 th Street IRT (4, 5, 6) Station	41	22,473	23,271	24,199	7.7%
Totals		58,666	61,145	63,547	8.3%
Notes: Ranking out of 423 subway stations system-wide by 2005 average weekday ridership. Source: NYCT 2005 Subway & Bus Ridership Report.					

Overall, demand increased by approximately 8.3 percent from 2003 to 2005 at subway stations serving the rezoning area. The largest percentage increase occurred at the 125th Street IRT (1) station which experienced a 22.9 percent increase over the three-year period. The remaining three stations experienced increases in ridership ranging from 5.7 to 7.7 percent.

As discussed later in this chapter, new subway trips generated by the proposed action would exceed the 200-trips per hour *CEQR Technical Manual* threshold for a detailed analysis in one or more analyzed peak hours at the 125th Street IND (A, B, C, D) station, the 125th Street IRT (2, 3) station, and the 125th Street IRT (4, 5, 6) station. These three subway stations are therefore analyzed quantitatively in this EIS. A qualitative discussion of existing conditions at the 125th Street IRT (1) station (where the proposed action would generate fewer than 200 new trips in any peak hour) is also provided.

The analysis of subway station conditions uses the design capacities for stairs, turnstiles, high entry/exit turnstiles (HEETs) and high revolving exit gates specified in *NYCTA Station Planning and Design Guidelines*, as well as procedures set forth in *Pedestrian Planning and Design* by John

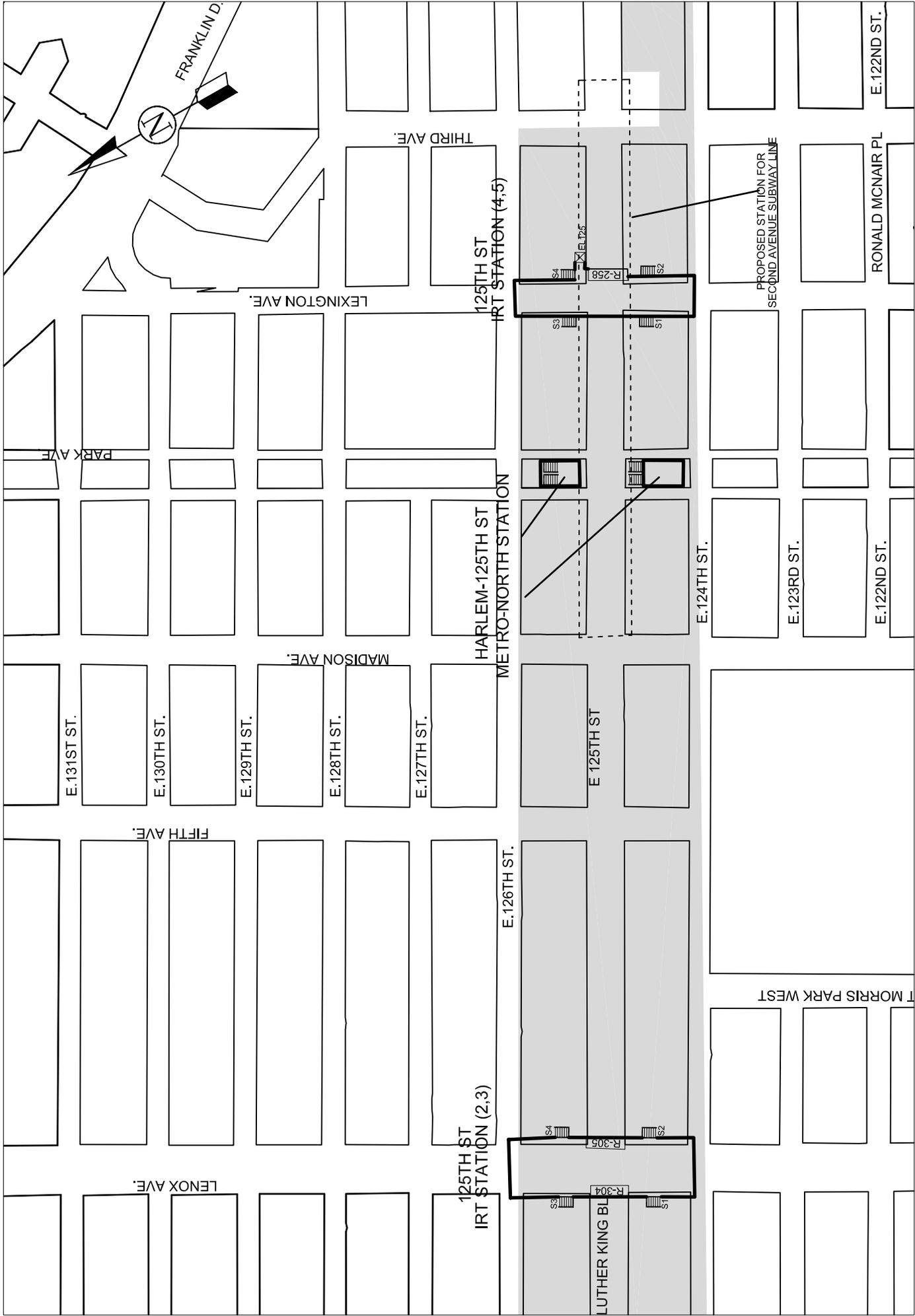


Figure 3.16-1b - Rezoning Area Subway Stations
 125th Street Corridor Rezoning and Related Actions EIS
 NYC Department of City Planning



J. Fruin. All analyses reflect peak 15-minute conditions in each peak hour. The stairway analyses were conducted using the Fruin pedestrian level of service (LOS) methodology, which equates pedestrian flow per foot of effective stairway or corridor width per minute (PFM) with qualitative measures of pedestrian comfort. Based on the calculated values of pedestrian volumes per foot width of stairway or corridor per minute, six levels of service are defined with letters A through F, as shown in Table 3.16-2. LOS A is representative of free flow conditions without pedestrian conflicts and LOS F depicts significant capacity limitations and inconvenience. MTA New York City Transit’s minimum standard for pedestrian conditions has traditionally been established as the threshold between LOS C and LOS D, at a volume-to-capacity (v/c) ratio of 1.00. Absolute capacity for a stair is typically considered to be about 15 PFM.

Table 3.16-2
Stairway Level of Service Definitions

Level of Service	Stairway PFM	Description
A	Up to 5	Free-flow conditions.
B	5 - 7	Minor reverse flow will cause minor conflicts.
C	7 - 10	Slight restrictions in speed and difficulties in reverse flows.
D	10 - 13	Significant restriction in speed and difficulties in reverse flows.
E	13 - 17	Reductions of speeds, serious reverse flow conflicts, and intermittent stoppages.
F	More than 17	Complete breakdown in traffic flow.
Note: PFM—persons per foot of effective width per minute.		

Practical capacities are calculated for each stairway analyzed by multiplying the effective stair width in feet by 10 PFM (the LOS C/D threshold), and by an adjustment factor to account for two-directional friction (where applicable). Peak 15-minute volumes are then compared with the capacities to obtain a v/c ratio for each peak hour. Using this methodology, LOS A, B, and C correspond to volume-to-capacity ratios of less than 1.0. LOS D, E, and F represent demand levels that exceed capacity, and hence, have v/c ratios greater than 1.0.

Operating conditions for turnstiles, HEETs, and high revolving exit gates are also described in terms of LOS and volume-to-capacity ratios, with LOS A corresponding to a v/c ratio of less than 0.2, LOS B corresponding to 0.2 to 0.4, LOS C corresponding to 0.4 to 0.6, LOS D corresponding to 0.6 to 0.8, LOS E corresponding to 0.8 to 1.0, and LOS F corresponding to a v/c ratio of greater than 1.0. Any volume-to-capacity ratio greater than 1.0 signifies volumes beyond capacity and extended queuing.

The physical characteristics and the services provided at each subway station are described below, along with the results of the analysis of 2007 existing conditions at each analyzed station element during the weekday 8-9 AM and 5-6 PM peak hours. Also provided is an analysis of line haul conditions on each of the subway routes serving the proposed rezoning area.

125th Street IRT (1) Station

As shown in Figure 3.16-1, the 125th Street IRT (1) station is located at the western end of the proposed rezoning area on an elevated structure above Broadway at West 125th Street. The station is served by No. 1 local trains operating on the Upper Broadway Line. Two escalators (E101 and E102) on the west side of Broadway south of West 125th Street, and one escalator (E103) and one stair (S1) on the east side of Broadway provide access from the street up to a mezzanine level occupied by a 24-hour fare array (R174) consisting of five turnstiles. Two stairways provide access from the mezzanine up to each of two side platforms. New subway trips generated by the proposed action at this station are expected to be concentrated on stair S1 and escalator E103 on the east side of Broadway, as the trips would be coming from development occurring east of the subway station.

As shown in Table 3.16-1, with an average weekday ridership of approximately 6,752 entering passengers in 2005, the 125th Street IRT (1) station is ranked 199th in weekday ridership among the subway system's 423 subway stations. Ridership at this subway station increased by approximately 22.9 percent from 2003 through 2005. As discussed later in this chapter, projected development sites would generate an estimated five new subway trips at this station in the weekday AM peak hour and five in the PM peak hour, below the *CEQR Technical Manual* 200-trip threshold for a detailed impact analysis. A detailed quantitative analysis of the 125th Street IRT (1) station is therefore not provided in this EIS.

125th Street IND (A, B, C, D) Station

The 125th Street IND (A, B, C, D) station is located below St. Nicholas Avenue at West 125th Street. The station is served by A and C trains providing express and local service, respectively, on the Eighth Avenue Line, and D and B trains providing express and local service, respectively, on the Sixth Avenue Line. The station consists of two mezzanines, one at West 125th Street and a second at West 127th Street, located above two island platforms. Access to the platform level from the West 125th Street mezzanine is controlled by fare array N-26 with eight turnstiles and a 24-hour token booth. As shown in Figure 3.16-1, four stairways provide access to the West 125th Street mezzanine from street level, one each at the northeast (S1), southeast (S2), northwest (S8) and southwest (S10) corners of the intersection of West 125th Street and St. Nicholas Avenue. An elevator located at the southwest corner of the intersection provides ADA-compliant access to this mezzanine. (Two elevators within the mezzanine's paid zone provide access to the platforms.)

Street-level access to the mezzanine at West 127th Street is provided by two stairs, located at the southeast (S5) and southwest (S6) corners of the intersection of West 127th Street and St. Nicholas Avenue. Access from this mezzanine to the platform level is controlled by fare array N-25K consisting of five turnstiles, one high entry/exit turnstile (HEET) and two high revolving exit gates. There is a token booth on this mezzanine but it is no longer used for the sale of MetroCards.

Based on the locations of projected development sites, new subway demand generated by the proposed action at this station is expected to be concentrated at the West 125th Street mezzanine and on stairs S1, S2 and S10. Few, if any, new trips from projected development sites are expected to occur at the West 127th Street mezzanine, and the stairways and fare array at this mezzanine are therefore not included in the analysis.

As shown in Table 3.16-1, with an average weekday ridership of approximately 20,667 entering passengers in 2005, the 125th Street IND station is ranked 53rd in weekday ridership among the subway system's 423 subway stations, and is the second most heavily utilized of the four subway stations serving the proposed rezoning area. Ridership at this subway station increased by approximately 5.7 percent from 2003 through 2005. As shown in Table 3.16-3, all four street stairs and the fare array at the West 125th Street mezzanine currently operate at an acceptable LOS C or better in both the AM and PM peak hours.

125th Street IRT (2, 3) Station

The 125th Street IRT (2, 3) station is located below Lenox Avenue at West 125th Street. The station, a stop for Nos. 2 and 3 express trains operating on the Lenox Avenue Line, has two side platforms each with an adjacent mezzanine located at platform level. Access to the southbound platform is controlled by fare array R-304 consisting of five turnstiles and three high-revolving exit gates. Access to the northbound platform is controlled by fare array R-305 consisting of three turnstiles and four high-revolving exit gates. Each of these mezzanines has two stairways providing access to street level. As shown in Figure 3.16-1, stairs S1 and S3 at the southwest and northwest corners of Lenox Avenue and West 125th Street, respectively, provide access to the southbound mezzanine. Access to the northbound mezzanine is provided by stairs S2 and S4 at the intersection's southeast and northeast corners, respectively. New trips from projected development sites would be distributed among all four of these stairways based upon the location of the development site and the direction of travel.

As shown in Table 3.16-1, with an average weekday ridership of approximately 11,929 entering passengers in 2005, the 125th Street IRT (2, 3) station is ranked 110th in weekday ridership among the subway system's 423 subway stations. Ridership at this subway station increased by approximately seven percent from 2003 through 2005. As shown in Table 3.16-4, all four street stairs and both the northbound and southbound fare arrays currently operate at an acceptable LOS A in both the AM and PM peak hours.

125th Street IRT (4, 5, 6) Station

The 125th Street IRT (4, 5, 6) station is located below Lexington Avenue at West 125th Street. The station, a stop for Nos. 4 and 5 express trains and No. 6 local trains operating on the Lexington Avenue Line, consists of a mezzanine level located above two platform levels, each

Table 3.16-3
Existing Conditions at the 125th Street IND (A,B,C,D) Subway Station

Stairways										
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	Peak 15 Minute Volume (3)	PFM (2)	V/C (5)	LOS
S1	Stairway @ NE Corner St. Nicholas Ave/W.125th St	8-9 AM	5.7	0.8	3.76	564	188	3.33	0.33	A
		5-6 PM	5.7	0.8	3.76	564	235	4.17	0.42	A
S2	Stairway @ SE Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	403	7.00	0.70	B/C
		5-6 PM	5.8	0.8	3.84	576	382	6.63	0.66	B
S8	Stairway @ NW Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	188	3.26	0.33	A
		5-6 PM	5.8	0.8	3.84	576	199	3.45	0.35	A
S10	Stairway @ SW Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	424	7.36	0.74	C
		5-6 PM	5.8	0.8	3.84	576	303	5.26	0.53	B

Fare Arrays and Exit Gates						
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	Peak 15 Minute Volume (3)	V/C	LOS
N-26	W.125th Street Fare Array 8 entry/exit turnstiles	8-9 AM	3,840	1,281	0.33	B
		5-6 PM	3,840	1,204	0.31	B

Notes:

- (1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.
- (2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).
- (3) Source: PHA November 2006 field counts.
- (4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.
- (5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

Table 3.16-4
Existing Conditions at the 125th Street IRT (2,3) Subway Station

Stairways										
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	Peak 15 Minute Volume (3)	PFM (2)	V/C (5)	LOS
S1	Downtown Stairway @ SW Corner Lenox Ave/W.125th Street	8-9 AM	6.9	0.8	4.72	708	204	2.88	0.29	A
		5-6 PM	6.9	0.8	4.72	708	148	2.09	0.21	A
S2	Uptown Stairway @ SE Corner Lenox Ave/W.125th Street	8-9 AM	6.5	0.8	4.40	660	160	2.42	0.24	A
		5-6 PM	6.5	0.8	4.40	660	289	4.38	0.44	A
S3	Downtown Stairway @ NW Corner Lenox Ave/W.125th Street	8-9 AM	6.8	0.8	4.64	696	289	4.15	0.42	A
		5-6 PM	6.8	0.8	4.64	696	170	2.44	0.24	A
S4	Uptown Stairway @ NE Corner Lenox Ave/W.125th Street	8-9 AM	5.8	0.8	3.84	576	153	2.66	0.27	A
		5-6 PM	5.8	0.8	3.84	576	228	3.96	0.40	A

Fare Arrays and Exit Gates						
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	Peak 15 Minute Volume (3)	V/C	LOS
R-304	Downtown Platform Fare Array	8-9 AM	3,750	493	0.13	A
		5-6 PM	3,750	318	0.08	A
	5 entry/exit turnstiles					
	3 high revolving exit gates					
R-305	Uptown Platform Fare Array	8-9 AM	3,240	313	0.10	A
		5-6 PM	3,240	517	0.16	A
	3 entry/exit turnstiles					
	4 high revolving exit gates					

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Source: PHA November 2006 field counts.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

with a single island platform. Uptown trains operate on the upper platform level and downtown trains operate on the lower platform level. Access to the platform levels from the mezzanine is controlled by fare array R-258 consisting of a bank of four turnstiles and one high revolving exit gate on the north side of the mezzanine, a bank of five turnstiles and a high revolving exit gate on the south side of the mezzanine, and a 24-hour token booth. As shown in Figure 3.16-1, four stairways provide access to the mezzanine from street level, one each at the southwest (S1), southeast (S2), northwest (S3) and northeast (S4) corners of the intersection of East 125th Street and Lexington Avenue. An elevator located at the northeast corner of the intersection provides ADA-compliant access to the mezzanine. (A second elevator within the mezzanine's paid zone provides access to the platform levels.) Based on the locations of projected development sites, new demand generated by the proposed action is expected to be concentrated on stairs S1, S2 and S3.

As shown in Table 3.16-1, with an average weekday ridership of approximately 24,199 entering passengers in 2005, the 125th Street IRT (4, 5, 6) station is ranked 41st in weekday ridership among the subway system's 423 subway stations, and is the most heavily utilized of the four subway stations serving the proposed rezoning area. Ridership at this subway station increased by approximately 7.7 percent from 2003 through 2005. As shown in Table 3.16-5, all four street stairs and the station's fare array currently operate at an acceptable LOS C or better in both the AM and PM peak hours with the exception of stair S3 which operates at capacity (LOS D) in the AM peak hour.

Line Haul

Line haul is the volume of transit riders passing a defined point on a given transit route. For subway routes in New York City to and from northern Manhattan, line haul is typically measured either at the 60th Street cordon (the northern boundary of Manhattan's central business district or CBD), or at the actual maximum load point on each subway route (the point where the trains carry the greatest number of passengers during the peak hour). The peak direction of travel for subway routes crossing the 60th Street cordon is typically southbound in the AM peak period and northbound in the PM. The analysis of subway line haul conditions in this EIS is based on 2005 maximum load point ridership data provided by MTA New York City Transit.

Table 3.16-6 shows existing line haul conditions at the maximum load points in the peak direction on each subway route serving the proposed rezoning area during the 8-9 AM and 5-6 PM peak hours. As shown in Table 3.16-6, during the AM peak hour, the maximum load points in the southbound direction are typically south of the last station stop prior to crossing the 60th Street cordon. For example, the maximum load point on southbound 2 and 3 trains is south of the 72nd Street station, while for 4 and 5 trains it is south of the 86th Street station. Both of these stations are the last southbound express stop before trains cross the 60th Street cordon. For southbound 6 trains, the maximum load point is south of the 68th Street station, for A and D trains it is south of the 125th Street station, and for B and C trains it is south of the 72nd Street station. No. 1 trains are an exception, as the maximum load point for these trains is south of the 103rd Street station, well north of the 60th Street cordon. This reflects the fact that many No. 1

Table 3.16-5
Existing Conditions at the 125th Street IRT (4,5,6) Subway Station

Stairways										
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	Peak 15 Minute Volume (3)	PFM (2)	V/C (5)	LOS
S1	Stairway @ SW Corner Lexington Ave/E.125th St	8-9 AM	5.7	0.8	3.76	564	401	7.11	0.71	C
		5-6 PM	5.7	0.8	3.76	564	374	6.63	0.66	B
S2	Stairway @ SE Corner Lexington Ave/E.125th St	8-9 AM	5.8	0.8	3.84	576	396	6.88	0.69	B
		5-6 PM	5.8	0.8	3.84	576	485	8.42	0.84	C
S3	Stairway @ NW Corner Lexington Ave/E.125th St	8-9 AM	5.8	0.8	3.84	576	576	10.00	1.00	D
		5-6 PM	5.8	0.8	3.84	576	467	8.11	0.81	C
S4	Stairway @ NE Corner Lexington Ave/E.125th St	8-9 AM	5.9	0.8	3.92	588	398	6.77	0.68	B
		5-6 PM	5.9	0.8	3.92	588	328	5.58	0.56	B

Fare Arrays and Exit Gates							
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	Peak 15 Minute Volume (3)	V/C	LOS	
R-258	W.125th Street Fare Array	8-9 AM	5,220	1,869	0.36	B	
		9 entry/exit turnstiles	5-6 PM	5,220	1,765	0.34	B
		2 high revolving exit gates					

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Source: PHA November 2006 field counts.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

Table 3.16-6
Existing Subway Line Haul Conditions

Peak Hour	Route	Peak Direction	Maximum Load Point (Leaving Station)	Trains Per Hour (1)	Cars Per Hour (1)	Passengers per Hour (1)	Peak Hour Capacity (2)	V/C Ratio (3)
AM	1	Southbound	103rd St-Broadway	19	190	18,466	20,900	0.88
	2	Southbound	72nd St-Broadway	12	120	12,834	13,200	0.97
	3	Southbound	72nd St-Broadway	11	110	11,928	12,100	0.99
	4	Southbound	86th St-Lexington Ave	14	140	16,036	15,400	1.04
	5	Southbound	86th St-Lexington Ave	13	130	14,992	14,300	1.05
	6	Southbound	68th St-Lexington Ave	24	240	27,315	26,400	1.03
	A	Southbound	125th St-St. Nicholas Ave	10	80	12,554	14,000	0.90
	B	Southbound	72nd St-Central Park West	7	70	5,998	10,150	0.59
	C	Southbound	72nd St-Central Park West	6	48	5,890	6,960	0.85
D	Southbound	125th St-St. Nicholas Ave	9	72	9,186	12,600	0.73	
PM	1	Northbound	96th Street	17	170	14,537	18,700	0.78
	2	Northbound	Times Square-42nd St	12	120	11,911	13,200	0.90
	3	Northbound	Times Square-42nd St	10	100	8,189	11,000	0.74
	4	Northbound	59th St-Lexington Ave	14	140	14,408	15,400	0.94
	5	Northbound	59th St-Lexington Ave	14	140	12,998	15,400	0.84
	6	Northbound	59th St-Lexington Ave	21	210	19,871	23,100	0.86
	A	Northbound	59th St-Columbus Circle	10	80	8,787	14,000	0.63
	B	Northbound	59th St-Columbus Circle	7	70	4,394	10,150	0.43
	C	Northbound	59th St-Columbus Circle	6	48	2,691	6,960	0.39
	D	Northbound	59th St-Columbus Circle	9	72	8,549	12,600	0.68

Notes:

- (1) Based on Spring and Fall 2005 schedule and ridership data provided by NYC Transit.
- (2) Capacity based on NYC Transit guideline capacities of 110 passengers/car for 51' cars, 145 passengers/car for 60' cars and 175 passengers for 75' cars.
Guideline capacity for each route is based on the capacity associated with the predominant car type on each route.
- (3) Volume-to-capacity ratio.

train riders transfer to 2 and 3 express trains at the 96th Street station for a faster ride to midtown and lower Manhattan.

During the PM peak hour, the maximum load points for 4, 5, 6, A, B, C and D trains in the peak northbound direction are all north of stations located along the 59th Street corridor just to the south of the 60th Street cordon. The maximum load point for northbound 1 trains is at 96th Street, while for northbound 2 and 3 trains it is north of the Times Square station, which is the last stop for these trains before crossing the cordon.

The results of the analysis of existing subway line haul conditions is shown in Table 3.16-6. Conditions for each subway route in the peak southbound direction in the AM and the peak northbound direction in the PM are reported in terms of a volume-to-capacity (v/c) ratio which is determined by dividing the number of peak hour passengers traveling through the maximum load point by the line haul capacity provided. Line haul capacity is based on the practical capacity per subway car multiplied by the number of subway cars crossing the maximum point in the peak hour. (Guideline capacities established by NYCT were used for the analyses.) As shown in Table 3.16-6, in the AM peak hour, southbound 4, 5 and 6 trains are all operating at capacity with v/c ratios of 1.04, 1.05 and 1.03, respectively. Southbound 2 and 3 trains are also operating close to capacity with v/c ratios of 0.97 and 0.99, respectively. All other analyzed routes are operating below capacity in the AM peak hour with a v/c ratio of 0.90 or less in the peak southbound direction.

Peak direction v/c ratios are typically lower in the PM peak hour as subway demand in the AM tends to be more concentrated than in the PM. As shown in Table 3.16-6, in the PM peak hour, all analyzed subway routes operate below capacity in the peak northbound direction. The most crowded routes are northbound 4 trains which operate with a v/c ratio of 0.94, and northbound 2 trains which operate with a v/c ratio of 0.90. All other analyzed routes operate with v/c ratios of less than 0.90 in the peak northbound direction in the PM peak hour.

Bus Service

The proposed rezoning area is well served by local bus routes operated by NYC Transit. As shown in Figure 3.16-2, four routes – the M60, M100, M101 and Bx15 – operate along significant portions of 125th Street, while 14 additional bus routes operate in proximity to the rezoning area along north-south corridors that intersect 125th Street. The results of the analysis of existing conditions on these 18 local bus routes are shown in Table 3.16-7. The analysis examines conditions at the maximum load point in the peak direction in the weekday 8-9 AM and 5-6 PM peak hours. (The maximum load point is the point where the buses carry the greatest number of passengers during the peak hour.) The analysis shows the average passengers per bus, and the available peak hour capacity on each route based on a maximum of 65 passengers per bus for standard buses and 93 passengers per bus for articulated buses. For example, as shown in Table 3.16-7, the route with the greatest demand is the M15 which is operated with articulated buses and which carries approximately 1,471 passengers at its maximum load point in the peak southbound direction in the AM peak hour and 1,066 passengers in the peak northbound direction in the PM. (Numbers shown

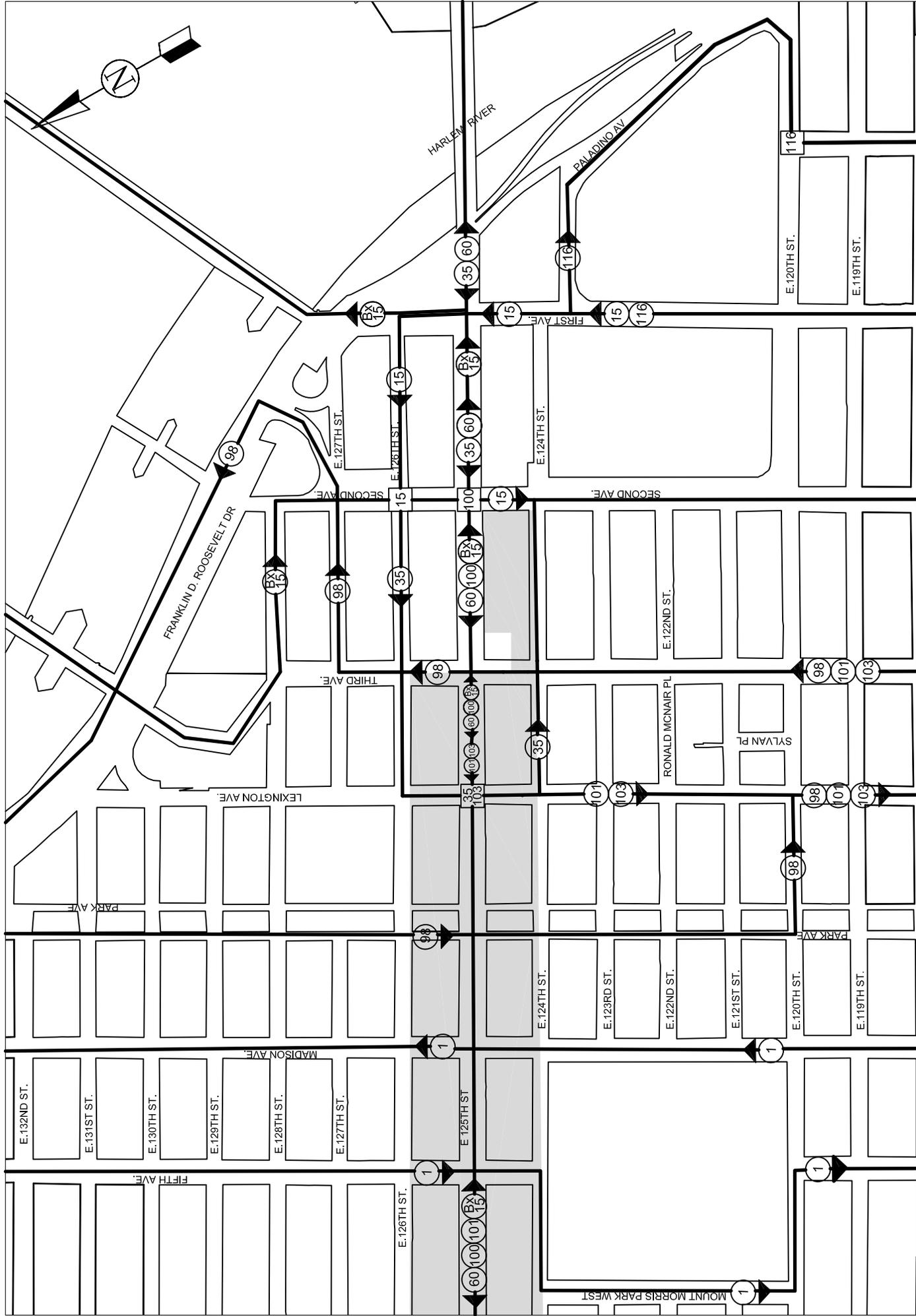
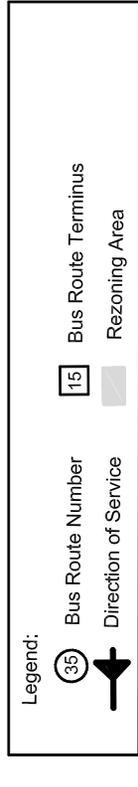


Figure 3.16-2b - Rezoning Area Bus Routes

125th Street Corridor Rezoning and Related Actions EIS
 NYC Department of City Planning



**Table 3.16-7
Existing Local Bus Conditions**

Peak Hour (1)	Route	Peak Direction	Maximum Load Point	Peak Hour Buses (2)	Peak Hour Passengers (2)	Average Passengers Per Bus	Available Capacity (3)	Notes
AM	M1	SB	5th Ave & 72nd St	15	600	40	375	(5)
	M2	SB	W.110th St & A. C. Powell Blvd	8	314	39	206	
	M3	SB	5th Ave & 72nd St	8	331	41	189	
	M4	SB	5th Ave & 72nd St	16	468	29	572	(5)
	M7	SB	Columbus Ave & W.79th St	8	424	53	96	
	M10	SB	F. Douglass Blvd & W.125th St	7	304	43	151	
	M11	SB	Columbus Ave & W.66th St	8	415	52	105	
	M15	SB	2nd Ave & E.72nd St	23	1,471	64	668	(4,5)
	M18	SB	Convent Ave & W.125th St	3	41	14	154	
	M35	WB	Wards Island	8	396	50	124	
	M60	WB	W.125th St & Lenox Ave	7	341	49	114	
	M98	SB	Lexington Ave & E.86th St	9	437	49	148	
	M100	SB	Amsterdam Ave & W.129th St	8	304	38	216	
	M101	SB	W.125th St & St. Nicholas Ave	10	583	58	347	(4)
	M102	SB	Lexington Ave & E.72nd St	5	298	60	167	(4)
	M103	SB	Lexington Ave & E.72nd St	5	218	44	247	(4)
M104	SB	Broadway & W.61st St	7	294	42	161		
Bx15	SB	3rd Ave & 149th St	9	463	51	122		
PM	M1	NB	Madison Ave & E.96th St	13	359	28	486	(5)
	M2	NB	Madison Ave & E.96th St	9	339	38	246	
	M3	NB	Madison Ave & E.96th St	8	270	34	250	
	M4	NB	Madison Ave & E.96th St	14	407	29	503	(5)
	M7	NB	Amsterdam & W.99th St	8	352	44	168	
	M10	NB	F. Douglass Blvd & W.125th St	7	281	40	174	
	M11	NB	Amsterdam & W.99th St	6	273	46	117	
	M15	NB	1st Ave & E.57th St	18	1,066	59	608	(4,5)
	M18	NB	Convent Ave & W.125th St	2	35	18	95	
	M35	EB	Wards Island	5	173	35	152	
	M60	EB	E.125th St & Park Ave	6	280	47	110	
	M98	NB	3rd Ave & E.72nd St	7	308	44	147	
	M100	NB	Amsterdam & W.129th St	8	354	44	166	
	M101	NB	E.125th St & 3rd Ave	10	581	58	349	(4)
	M102	NB	3rd Ave & E.60th St	6	284	47	274	(4)
	M103	NB	3rd Ave & E.60th St	6	322	54	236	(4)
M104	NB	W.42nd St & Broadway	10	451	45	199		
Bx15	NB	3rd Ave & 149th St	9	515	57	70		

Notes:

- (1) Peak hours: weekday 8-9 AM and 5-6 PM.
- (2) Based on most currently available data from NYCT from years 2003 through 2006.
- (3) Available capacity based on MTA NYCT loading guidelines of 65 passengers per standard bus unless otherwise noted.
- (4) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.
- (5) Combined local and limited service.

for the M15 are for local and limited services combined.) The M15 route averages 64 passengers per southbound bus in the AM and 59 per northbound bus in the PM.

The following provides a brief description of each of the 18 bus routes that operate along, or intersect, the 125th Street corridor, and which are expected to attract demand from projected development sites.

M1

The M1 provides daily service between a southern terminus at East 8th Street/Fourth Avenue in the East Village, and a northern terminus at West 147th Street/Lenox Avenue in Harlem at all times. Limited-Stop service is provided during weekday peak periods, downtown in the AM and uptown in the PM. Extended service downtown to and from South Ferry is offered between 5:00 AM and 6:30 PM. This grid route operates primarily along Fifth, Madison and Park Avenues (Fifth Avenue southbound and Madison Avenue northbound in the vicinity of the proposed rezoning area). During the AM peak hour, the maximum load point in the peak southbound direction occurs at Fifth Avenue/72nd Street with an average of 40 passengers per bus. During the PM peak hour, the maximum load point in the peak northbound direction occurs at Madison Avenue/East 96th Street, with an average of 28 passengers per bus.

M2

The M2 operates between a southern terminus at East 8th Street/Fourth Avenue in the East Village, and a northern terminus at West 168th Street/Broadway in Washington Heights at all times. M2 buses operate in limited-stop service generally from 6:30 AM to 7:00 PM on weekdays and from 9:30 AM to 7 PM on weekends, and in local service during the evening and overnight hours. (The M1, M3 and M4 provide local service south of 110th Street during the hours that the M2 Limited is running.) This grid route operates primarily along Adam Clayton Powell Jr. Boulevard (which crosses West 125th Street) as well as Fifth and Madison Avenues. During the AM peak hour, the maximum load point in the peak southbound direction occurs at West 110th Street/Adam Clayton Powell Jr. Boulevard with an average of 39 passengers per bus. During the PM peak hour, the maximum load point in the peak northbound direction occurs at Madison Avenue/East 96th Street, with an average of 38 passengers per bus.

M3

The M3 provides daily service between a southern terminus at East 8th Street/Fourth Avenue in the East Village, and a northern terminus at West 193rd Street/St. Nicholas Avenue in Washington Heights, generally from 6:00 AM to midnight. This grid route operates primarily along St. Nicholas Avenue (on which it crosses West 125th Street) and Fifth and Madison Avenues. During the AM peak hour, the maximum load point in the peak southbound direction occurs at Fifth Avenue/72nd Street with an average of 41 passengers per bus. During the PM peak hour, the maximum load point in the peak northbound direction occurs at Madison Avenue/East 96th Street, with an average of 34 passengers per bus.

M4

The M4 provides daily service between a southern terminus at West 32nd Street/Seventh Avenue (Penn Station) in midtown, and a northern terminus at Fort Tryon Park in Washington Heights, generally from 5:30 AM to 11:30 PM. (M4 buses continue into Fort Tryon Park to the Cloisters Museum when the museum is open.) Limited stop service is provided in the peak direction during the weekday rush hours (southbound in the AM and northbound in the PM). M4 buses operate primarily along Fort Washington Avenue, Broadway (on which they cross West 125th Street), Central Park North, Fifth and Madison Avenues, and West 32nd and West 34th Streets. During the AM peak hour, the maximum load point in the peak southbound direction occurs at Fifth Avenue/72nd Street with an average of 29 passengers per bus. During the PM peak hour, the maximum load point in the peak northbound direction occurs at Madison Avenue/East 96th Street, also with an average of 29 passengers per bus.

M7

The M7 operates at all times between a southern terminus at Union Square and a northern terminus at West 147th Street/Adam Clayton Powell Jr. Boulevard in Harlem. This grid route operates primarily along Malcolm X Boulevard (on which it crosses West 125th Street), Amsterdam, Columbus and Sixth Avenues, and Broadway. During the AM peak hour, the maximum load point in the peak southbound direction occurs at Columbus Avenue/79th Street with an average of 53 passengers per bus. During the PM peak hour, the maximum load point in the peak northbound direction occurs at Amsterdam Avenue/West 99th Street, with an average of 44 passengers per bus.

M10

The M10 provides daily service between a southern terminus at West 31st Street/Seventh Avenue (Penn Station), and a northern terminus at West 159th Street/Frederick Douglass Boulevard in Harlem, generally from 5:00 AM to 1:30 AM. This grid route operates primarily along Frederick Douglass Boulevard, Central Park West, and Seventh and Eighth Avenues. Frederick Douglass Boulevard/West 125th Street is the maximum load point for both the peak southbound direction in the AM peak hour (with an average of 43 passengers per bus), and for the peak northbound direction in the PM peak hour (with an average of 40 passengers per bus).

M11

The M11 provides daily service between a southern terminus at Bethune Street/Hudson Street (Abingdon Square) and a northern terminus at West 135th Street/Broadway, generally from 5:00 AM to midnight. Extended service to Riverbank State Park at West 145th Street/Riverside Drive is offered between 8 AM and 9 PM. This grid route operates primarily along Amsterdam/Tenth Avenues and Columbus/Ninth Avenues. In the vicinity of the proposed rezoning area, this route operates along Amsterdam Avenue. During the AM peak hour, the maximum load point in the peak southbound direction occurs at Columbus Avenue and West 66th Street with an average of 52 passengers per bus. During the PM peak hour, the maximum load point in the peak

northbound direction occurs at Amsterdam Avenue and West 99th Street, with an average of 46 passengers per bus.

M15

The M15, which is operated with articulated buses, provides daily service between South Ferry and a northern terminus at Second Avenue/East 126th Street at all times. On weekdays, some buses operate to and from Park Row/City Hall rather than South Ferry. Limited-Stop service is provided to and from South Ferry daily, and to and from Park Row/City Hall on weekdays only. Limited-Stop service generally operates from 5:30 AM to 9:30 PM on weekdays, from 8:30 AM to 8:30 PM on Saturdays, and from 10:30 AM to 8:30 PM on Sundays. This grid route operates primarily along Water and Allen Streets, and First and Second Avenues. The route's northern terminus at Second Avenue/East 125th Street is immediately to the east of the proposed rezoning area. During the AM peak hour, the maximum load point in the peak southbound direction occurs at Second Avenue/East 72nd Street with an average of 64 passengers per bus. During the PM peak hour, the maximum load point in the peak northbound direction occurs at First Avenue/East 57th Street, with an average of 59 passengers per bus.

M18

The M18 provides daily service between a southern terminus at East 110th Street (Central Park North)/Fifth Avenue in Harlem and a northern terminus at West 168th Street/Broadway in Washington Heights, generally from 6:30 AM to 8:30 PM. This grid route operates primarily along Manhattan, Convent and St. Nicholas Avenues. Convent Avenue/West 125th Street is the maximum load point for both the peak southbound direction in the AM peak hour (with an average of 14 passengers per bus), and for the peak northbound direction in the PM peak hour (with an average of 18 passengers per bus).

M35

The M35 provides daily service connecting Randall's and Ward's Islands to Manhattan, essentially functioning as a feeder service to the 125th Street subway station on the Lexington Avenue (4, 5, 6) Line. The M35 generally operates from 5:30 AM to 1:00 AM, and travels to and from a terminus at East 125th Street and Lexington Avenue via the Triborough Bridge, East 126th Street (westbound) and East 124th Street (eastbound). The maximum load point for both the peak westbound direction in the AM peak hour and the peak eastbound direction in the PM peak hour occurs on Ward's Island, with an average of 50 westbound passengers per bus in the AM and 35 eastbound passengers per bus in the PM.

M60

The M60 provides daily service between LaGuardia Airport in Queens and a Manhattan terminus at West 106th Street and Broadway, generally operating from 4:00 AM to 2:00 AM. M60 buses operate to and from Queens via the Triborough Bridge, 125th Street, Amsterdam Avenue and Broadway. The maximum load point in the peak westbound direction in the AM is located at

West 125th Street/Lenox Avenue where there is an average of 49 passengers per bus. In the PM peak hour, the maximum load point in the peak eastbound direction is located at East 125th Street/Park Avenue where there is an average of 47 passengers per bus.

M98

The M98 provides weekday-only limited-stop service between a northern terminus at West 193rd Street/Fort Washington Avenue (Fort Tryon Park) and a southern terminus at East 34th Street/Lexington Avenue in Murray Hill, generally from 6:00 AM to 11:00 AM and from 3:30 PM to 7:30 PM. North of the 125th Street corridor, M98 buses operate via the Harlem River Drive. To the south of the corridor, M98 buses operate primarily along Lexington and Third Avenues, intersecting East 125th Street at Park Avenue (southbound) and Third Avenue (northbound). The maximum load point in the peak southbound direction in the AM is located at Lexington Avenue/East 86th Street where there is an average of 49 passengers per bus. In the PM peak hour, the maximum load point in the peak northbound direction is located at Third Avenue/East 72nd Street where there is an average of 44 passengers per bus.

M100

The M100 provides daily service between East 125th Street/Second Avenue and West 220th Street/Broadway in Inwood, generally from 4:00 AM to 1:00 AM. This grid route operates primarily along the 125th Street corridor, Amsterdam Avenue and Broadway. Amsterdam Avenue/West 129th Street is the maximum load point for both the peak southbound direction in the AM peak hour (with an average of 38 passengers per bus), and for the peak northbound direction in the PM peak hour (with an average of 44 passengers per bus).

M101

The M101, which is operated with articulated buses, provides local service at all times between West 193rd Street/Amsterdam Avenue in Inwood and East 8th Street/Third Avenue in the East Village. Limited-stop service is provided between East 116th Street and East 8th Street, generally from 6 AM to 9 PM on weekdays, 10:00 AM to 7:00 PM on weekends. This grid route operates primarily along Third Avenue (northbound), Lexington Avenue (southbound), the 125th Street corridor and Amsterdam Avenue. The maximum load point in the peak southbound direction in the AM is located at West 125th Street/St. Nicholas Avenue where there is an average of 58 passengers per bus. In the PM peak hour, the maximum load point in the peak northbound direction is located at East 125th Street/Third Avenue where there is also an average of 58 passengers per bus.

M102

The M102, which is operated with articulated buses, provides service at all times between West 147th Street/Adam Clayton Powell Jr. Boulevard in Harlem and East 8th Street/Third Avenue in the East Village. This grid route operates primarily along Third Avenue (northbound), Lexington Avenue (southbound), 116th Street and Malcolm X Boulevard (Lenox Avenue). The maximum

load point in the peak southbound direction in the AM is located at Lexington Avenue/East 72nd Street where there is an average of 60 passengers per bus. In the PM peak hour, the maximum load point in the peak northbound direction is located at Third Avenue/East 60th Street where there is an average of 47 passengers per bus.

M103

The M103, which is operated with articulated buses, provides service at all times between East 125th Street/Lexington Avenue in Harlem and Park Row/City Hall in lower Manhattan. This grid route operates primarily along Third Avenue (northbound), Lexington Avenue (southbound), Bowery and Park Row. The maximum load point in the peak southbound direction in the AM is located at Lexington Avenue/East 72nd Street where there is an average of 44 passengers per bus. In the PM peak hour, the maximum load point in the peak northbound direction is located at Third Avenue/East 60th Street where there is an average of 54 passengers per bus.

M104

The M104 provides service at all times between West 129th Street/Amsterdam Avenue in Harlem and East 42nd Street/First Avenue in Midtown. This route operates primarily along Broadway, Eighth Avenue and 42nd Street, as well as along West 125th Street between Broadway and Convent Avenue. The maximum load point in the peak southbound direction in the AM is located at Broadway and West 61st Street where there is an average of 42 passengers per bus. In the PM peak hour, the maximum load point in the peak northbound direction is located at West 42nd Street and Broadway where there is an average of 45 passengers per bus.

Bx15

The Bx15 is a crosstown route that operates at all times along the 125th street corridor between Twelfth Avenue in Manhattan and Third Avenue/Fordham Road (Fordham Plaza) in the Bronx. Bronx-bound, Bx15 buses utilize the Willis Avenue Bridge to cross the Harlem River, while Manhattan-bound they traverse the Third Avenue Bridge. Third Avenue/149th Street in the Bronx is the maximum load point for both the peak southbound direction in the AM peak hour (with an average of 51 passengers per bus), and for the peak northbound direction in the PM peak hour (with an average of 57 passengers per bus).

Commuter Rail

MTA Metro-North Railroad provides commuter rail service to the proposed rezoning area via the Harlem-125th Street station at East 125th Street and Park Avenue (see Figure 3.16-1). This station is one of 120 stations served by Metro-North that are distributed in seven counties in New York State – Dutchess, Putnam, Westchester, Bronx, New York (Manhattan), Rockland, and Orange – and two counties in the state of Connecticut – New Haven and Fairfield. Three main lines east of the Hudson River – the Hudson, the Harlem, and the New Haven – operate out of Grand Central Terminal in New York City. The Hudson Line extends 74 miles from Grand Central Terminal to Poughkeepsie; the Harlem Line, 82 miles to Wassaic; and the New Haven Line, which also has three branch lines – the New Canaan, Danbury, and Waterbury – extends 72 miles to New Haven. Two additional lines west of the Hudson River – the Port Jervis and the Pascack Valley – operate out of New Jersey Transit's terminal in Hoboken, New Jersey. The Harlem-125th Street Metro-North station in Manhattan is served by trains operating to and from Grand Central Terminal on the Hudson, Harlem and New Haven Lines. The station, which was renovated in 2001, is located on a viaduct above Park Avenue and consists of two island platforms, one for outbound trains and the second for trains inbound to Grand Central Terminal. A waiting room with a ticket office open from 6:40 AM to 9:30 PM, daily, is located beneath the viaduct at street level on the north side of East 125th Street. A stair and an elevator connect each platform to this waiting room. On the south side of East 125th Street, two additional stairs provide access to the platforms directly from the sidewalk. With the exception of some peak period express services, the majority of trains en route to and from Grand Central Terminal on the Hudson, Harlem and New Haven Lines stop at the Harlem-125th Street station.

Table 3.16-8 shows the average 2006 Metro-North ridership using the Harlem-125th Street station on a typical weekday. As shown in Table 3.16-8, most trips using the Harlem-125th Street station are en route to and from outlying stations, with relatively few riders traveling locally to and from Grand Central Terminal in Midtown. There are approximately 2,116 arriving passengers during the AM peak period (2,102 from trains bound for Grand Central Terminal), and 1,751 departing (1,722 on outbound trains). In the PM peak period, there are approximately 1,810 arriving passengers (1,761 on inbound trains) and 1,431 departing passengers (1,407 on outbound trains). Overall, a total of approximately 9,847 passengers arrive or depart the Harlem-125th Street Metro-North station on a typical weekday, with all but 218 of these trips en route to or from outlying stations on the Harlem, Hudson and New Haven lines.

Pedestrians

The analysis of pedestrian conditions focuses on pedestrian elements where substantial numbers of new trips would be generated by projected developments. Figure 3.16-3 shows the pedestrian analysis study area and the pedestrian elements selected for analysis. As shown in Figure 3.16-3, these elements – sidewalks, corner areas and crosswalks – are primarily located along the 125th Street corridor from Second Avenue to Broadway. It is along this corridor and the intersecting north-south avenues that much of the anticipated pedestrian demand from projected development sites would travel en route to and from retail, commercial and residential nodes, and area transit

Table 3.16-8
Metro-North Fall 2006 Weekday Ridership at the Harlem-125th Street Station

	AM Peak Period ⁽¹⁾		PM Peak Period ⁽²⁾		Off-Peak Periods ⁽³⁾		Total	
	On	Off	On	Off	On	Off	On	Off
Inbound	29	2,102	24	1,761	37	1,339	90	5,202
Outbound	1,722	14	1,407	49	1,298	65	4,427	128
Total	1,751	2,116	1,431	1,810	1,335	1,404	4,517	5,330

Notes
⁽¹⁾ Inbound trains arriving at GCT prior to 10 AM; Outbound trains departing GCT before 9 AM.
⁽²⁾ Inbound trains arriving at GCT 4-7 PM; Outbound trains departing GCT 4-8 PM.
⁽³⁾ All other inbound and outbound trains.
Source: MTA Metro-North Railroad fall 2006 data.

facilities (subway stations, bus stops and Metro-North). Selected locations to the north and south along West 124th Street and West 126th Street are also examined.

Sidewalk widths in the vicinity of the proposed rezoning area vary considerably. Sidewalks along 125th Street are typically 20 feet in width except to the east of Morningside Avenue where 15-foot-wide sidewalks are provided. Sidewalks along intersecting north-south avenues vary from 15 feet in width along Third Avenue to 35 feet in width along Malcolm X Boulevard. At analyzed locations along West 124th and West 126th Streets, sidewalks are typically 12 to 15 feet in width. Crosswalks in the rezoning area typically vary from 12 to 20 feet in width. Midblock crosswalks protected by traffic signals are provided along West 125th Street on each of the three blocks between Frederick Douglass Boulevard and Malcolm X Boulevard. At each of these midblock crosswalk locations, sidewalk extensions into the curb lane (referred to as “bulb-outs”) have been installed to shorten crossing distances and provide additional pedestrian queuing space.

Existing peak hour pedestrian volumes along the 125th Street corridor are highest in the PM when commuter, shopping and tourist trips typically overlap, and lowest in the AM when the demand is primarily commuter-related and there are fewer shopping and tourist-related trips. Peak 15-minute volumes on analyzed sidewalks along 125th Street typically range from 30 to 330 in the AM peak hour, from 30 to 500 in the midday, and 35 to 540 in the PM peak hour. The lowest volumes are generally found at the far eastern and western ends of the 125th Street corridor (east of Third Avenue and west of Amsterdam Avenue), and the highest volumes in the central part of the corridor in the vicinity of Malcolm X Boulevard. North-south sidewalk volumes along the avenues intersecting 125th Street are typically lower than the east-west volumes found along 125th Street. The lowest north-south pedestrian flows were found along sidewalks on Park Avenue (with peak 15-minute flows ranging from five to 110 persons), and the highest along St. Nicholas Avenue (with peak 15-minute flows ranging from 95 to 285 persons). Peak 15-minute pedestrian volumes were found to range from five to 80 along West 124th Street and from five to 45 along West 126th Street.

Peak 15-minute pedestrian flow conditions during the weekday AM, midday and PM peak hours are analyzed using the *Highway Capacity Manual* methodology. Under this methodology, the congestion level of pedestrian facilities is determined by considering pedestrian volume, measuring the sidewalk or crosswalk width, determining the available pedestrian capacity and developing a ratio of existing volume flows to capacity conditions. The resulting ratio is then compared with level of service standards for pedestrian flow which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of crosswalks and corner areas is more complicated as these spaces cannot be treated as corridors due to the time incurred waiting for traffic lights. To effectively evaluate these facilities a "time-space" analysis methodology is employed which takes into consideration the traffic light cycle at intersections.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. Table 3.16-9 defines the LOS criteria for pedestrian crosswalk/corner area and sidewalk conditions as based on the *Highway Capacity Manual* methodology.

The analysis of sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. "Platooning" is the tendency of pedestrians to move in bunched groups or " platoons" once they cross a street where traffic required them to wait. Platooning generally results in a level of service one level poorer than that determined for average flow rates.

Tables 3.16-10 through 3.16-12 show the results of the analyses of existing sidewalk, corner area and crosswalk conditions for the weekday AM, midday and PM peak hours. Figure 3.16-4 illustrates the numbering system used to identify analyzed sidewalks and crosswalks at each intersection. As shown in Table 3.16-10, all analyzed sidewalks within the rezoning area currently operate at an acceptable LOS A or B in the weekday AM, midday and PM peak hours under platoon conditions. As shown in Table 3.16-11, all analyzed corner areas also operate at LOS A or B in all peak hours. Lastly, as shown in Table 3.16-12, all analyzed crosswalks currently operate at LOS A or B in all peak hours with the exception of the south crosswalk on Frederick Douglas Boulevard and West 125th Street (which operates at LOS C in the PM peak hour), the south crosswalk on Adam Clayton Powell Jr. Boulevard and West 125th Street (LOS C in the midday and PM), and the north and south crosswalks on northbound Park Avenue at East 125th Street (LOS C in the PM).

**Table 3.16-9
 Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service
 Descriptions***

Levels of Service		Crosswalk/Corner Area Criteria (sq. ft./ped.)	Sidewalk Criteria (ped./min./ft.)
A	(Unrestricted)	≥ 60	≤ 5
B	(Slightly Restricted)	≥ 40	≤ 7
C	(Restricted but fluid)	≥ 24	≤ 10
D	(Restricted, necessary to continuously alter walking stride and direction)	≥ 15	≤ 15
E	(Severely restricted)	≥ 8	≤ 23
F	(Forward progress only by shuffling; no reverse movement possible)	< 8	> 23

Notes:
 *Based on average conditions for 15 minutes.
 (sq. ft./ped.) – square feet per pedestrian.
 (ped./min./ft.) – pedestrian per minute per foot-width.
Source: *Highway Capacity Manual.*

**Figure 13.16-4
 Intersection Schematic Showing the
 Numbering System for Analyzed
 Sidewalks and Crosswalks**

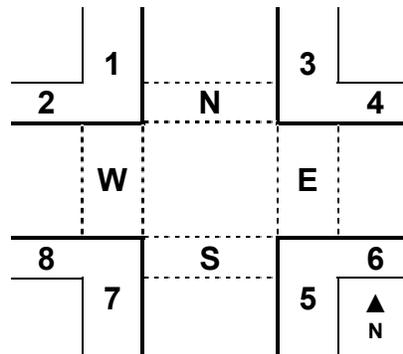


Table 3.16-10
Existing Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	1	10	185	96	176	1.23	0.64	1.17	A	A	A	B	B	B
	2	17	256	255	336	1.00	1.00	1.32	A	A	A	B	B	B
	3	11	184	225	283	1.12	1.36	1.72	A	A	A	B	B	B
	4	16	251	310	362	1.05	1.29	1.51	A	A	A	B	B	B
	5	10	224	177	272	1.49	1.18	1.81	A	A	A	B	B	B
	6	16	284	313	385	1.18	1.30	1.60	A	A	A	B	B	B
	7	11	206	161	211	1.25	0.98	1.28	A	A	A	B	B	B
	8	7	192	247	309	1.83	2.35	2.94	A	A	A	B	B	B
West 125th Street @ Frederick Douglass Blvd	1	17	52	123	114	0.20	0.48	0.45	A	A	A	A	A	A
	2	17	229	333	364	0.90	1.31	1.43	A	A	A	B	B	B
	3	17	69	105	159	0.27	0.41	0.62	A	A	A	A	A	B
	4	17	175	304	284	0.69	1.19	1.11	A	A	A	B	B	B
	5	17	49	105	93	0.19	0.41	0.36	A	A	A	A	A	A
	6	17	165	442	378	0.65	1.73	1.48	A	A	A	B	B	B
	7	13	78	143	194	0.40	0.73	0.99	A	A	A	A	B	B
	8	17	184	463	536	0.72	1.82	2.10	A	A	A	B	B	B
West 126th Street @ Adam Clayton Powell Blvd	1	22	87	77	66	0.26	0.23	0.20	A	A	A	A	A	A
	2	12	18	8	8	0.10	0.04	0.04	A	A	A	A	A	A
	3	20	91	82	93	0.30	0.27	0.31	A	A	A	A	A	A
	4	12	23	11	9	0.13	0.06	0.05	A	A	A	A	A	A
	5	8	74	97	111	0.62	0.81	0.93	A	A	A	B	B	B
	6	22	8	12	11	0.02	0.04	0.03	A	A	A	A	A	A
	7	22	70	116	92	0.21	0.35	0.28	A	A	A	A	A	A
	8	12	12	20	7	0.07	0.11	0.04	A	A	A	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	1	22	53	55	52	0.16	0.17	0.16	A	A	A	A	A	A
	2	17	146	248	313	0.57	0.97	1.23	A	A	A	B	B	B
	3	18	40	38	47	0.15	0.14	0.17	A	A	A	A	A	A
	4	17	135	184	230	0.53	0.72	0.90	A	A	A	B	B	B
	5	19	104	103	95	0.36	0.36	0.33	A	A	A	A	A	A
	6	17	165	435	501	0.65	1.71	1.96	A	A	A	B	B	B
	7	22	142	330	290	0.43	1.00	0.88	A	A	A	A	B	B
	8	17	124	353	457	0.49	1.38	1.79	A	A	A	A	B	B

Table 3.16-10 (continued)
Existing Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
West 124th Street @ Adam Clayton Powell Blvd	1	21	70	80	94	0.22	0.25	0.30	A	A	A	A	A	A
	2	12	6	20	13	0.03	0.11	0.07	A	A	A	A	A	A
	3	17	101	148	92	0.41	0.60	0.37	A	A	A	A	B	A
	4	12	58	80	19	0.34	0.46	0.11	A	A	A	A	A	A
	5	18	109	132	183	0.42	0.50	0.70	A	A	A	A	B	B
	6	12	26	52	28	0.15	0.30	0.16	A	A	A	A	A	A
	7	8	69	101	113	0.58	0.84	0.94	A	A	A	B	B	B
	8	10	12	18	10	0.08	0.12	0.07	A	A	A	A	A	A
West 126th Street @ Malcolm X Blvd	1	26	197	143	210	0.51	0.37	0.54	A	A	A	B	A	B
	2	12	19	22	27	0.11	0.12	0.15	A	A	A	A	A	A
	3	28	99	142	195	0.24	0.34	0.46	A	A	A	A	A	A
	4	9	28	11	12	0.21	0.08	0.09	A	A	A	A	A	A
	5	7	104	164	247	0.99	1.56	2.35	A	A	A	B	B	B
	6	1	19	15	24	1.27	1.00	1.60	A	A	A	B	B	B
	7	32	216	177	219	0.45	0.37	0.46	A	A	A	A	A	A
	8	16	27	44	36	0.11	0.18	0.15	A	A	A	A	A	A
West 125th Street @ Malcolm X Blvd	1	23	165	216	186	0.48	0.63	0.54	A	A	A	A	B	B
	2	18	329	493	531	1.22	1.83	1.97	A	A	A	B	B	B
	3	23	148	157	204	0.43	0.46	0.59	A	A	A	A	A	B
	4	17	221	325	360	0.87	1.27	1.41	A	A	A	B	B	B
	5	23	131	188	211	0.38	0.54	0.61	A	A	A	A	B	B
	6	17	148	317	356	0.58	1.24	1.40	A	A	A	B	B	B
	7	21	133	142	149	0.42	0.45	0.47	A	A	A	A	A	A
	8	16	124	329	345	0.52	1.37	1.44	A	A	A	B	B	B
West 124th Street @ Malcolm X Blvd	1	26	41	101	88	0.11	0.26	0.23	A	A	A	A	A	A
	2	11	62	62	32	0.38	0.38	0.19	A	A	A	A	A	A
	3	32	120	156	146	0.25	0.33	0.30	A	A	A	A	A	A
	4	10	66	63	36	0.44	0.42	0.24	A	A	A	A	A	A
	5	32	104	88	147	0.22	0.18	0.31	A	A	A	A	A	A
	6	10	18	20	22	0.12	0.13	0.15	A	A	A	A	A	A
	7	34	94	72	15	0.18	0.14	0.03	A	A	A	A	A	A
	8	12	56	53	1	0.31	0.29	0.01	A	A	A	A	A	A

Table 3.16-10 (continued)
Existing Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
125th Street @ Fifth Ave	1	27	75	80	78	0.19	0.20	0.19	A	A	A	A	A	A
	2	18	152	210	253	0.56	0.78	0.94	A	A	A	B	B	B
	3	22	25	16	19	0.08	0.05	0.06	A	A	A	A	A	A
	4	16	77	114	172	0.32	0.48	0.72	A	A	A	A	A	B
	5	27	29	18	30	0.07	0.04	0.07	A	A	A	A	A	A
	6	17	134	276	339	0.53	1.08	1.33	A	A	A	B	B	B
	7	27	84	87	70	0.21	0.21	0.17	A	A	A	A	A	A
	8	16	89	192	213	0.37	0.80	0.89	A	A	A	A	B	B
East 124th Street @ Madison Ave	1	10	24	58	65	0.16	0.39	0.43	A	A	A	A	A	A
	2	5	39	30	52	0.52	0.40	0.69	A	A	A	B	A	B
	3	10	68	77	67	0.45	0.51	0.45	A	A	A	A	B	A
	4	10	44	49	34	0.29	0.33	0.23	A	A	A	A	A	A
	5	6	66	70	62	0.73	0.78	0.69	A	A	A	B	B	B
	6	12	16	19	24	0.09	0.11	0.13	A	A	A	A	A	A
	7	8	32	23	43	0.27	0.19	0.36	A	A	A	A	A	A
	8	8	28	28	43	0.23	0.23	0.36	A	A	A	A	A	A
East 125th Street @ Madison Ave	1	20	20	25	31	0.07	0.08	0.10	A	A	A	A	A	A
	2	21	150	203	241	0.48	0.64	0.77	A	A	A	A	B	B
	3	15	84	72	135	0.37	0.32	0.60	A	A	A	A	A	B
	4	17	156	266	300	0.61	1.04	1.18	A	A	A	B	B	B
	5	10	23	45	36	0.15	0.30	0.24	A	A	A	A	A	A
	6	18	97	211	189	0.36	0.78	0.70	A	A	A	A	B	B
	7	4	52	58	56	0.87	0.97	0.93	A	A	A	B	B	B
	8	17	94	199	209	0.37	0.78	0.82	A	A	A	A	B	B
East 125th Street @ Park Ave (Southbound)	1	11	7	8	6	0.04	0.05	0.04	A	A	A	A	A	A
	2	11	193	197	200	1.23	1.25	1.27	A	A	A	B	B	B
	3	8	17	4	10	0.15	0.04	0.09	A	A	A	A	A	A
	4	17	205	212	255	0.80	0.83	1.00	A	A	A	B	B	B
	5					no sidewalk at this location								
	6*	45	179	217	257	0.27	0.32	0.38	A	A	A	A	A	A
	7	13	61	23	29	0.31	0.12	0.15	A	A	A	A	A	A
	8	17	138	215	231	0.54	0.84	0.91	A	A	A	B	B	B

* Sidewalk width measured from curb to Metro-North access stairs.

Table 3.16-10 (continued)
Existing Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
East 125th Street @ Lexington Ave	1	9	334	134	266	2.62	1.05	2.09	A	A	A	B	B	B
	2	17	109	138	216	0.43	0.54	0.85	A	A	A	A	B	B
	3	8	214	221	255	1.78	1.84	2.13	A	A	A	B	B	B
	4	8	189	263	269	1.58	2.19	2.24	A	A	A	B	B	B
	5	24	54	105	113	0.15	0.29	0.31	A	A	A	A	A	A
	6	16	64	89	161	0.27	0.37	0.67	A	A	A	A	A	B
	7	9	213	176	266	1.58	1.30	1.97	A	A	A	B	B	B
	8	17	320	235	351	1.25	0.92	1.38	A	A	A	B	B	B
East 125th Street @ Third Ave	1	12	49	56	49	0.27	0.31	0.27	A	A	A	A	A	A
	2	22	84	106	133	0.25	0.32	0.40	A	A	A	A	A	A
	3	13	13	21	17	0.07	0.11	0.09	A	A	A	A	A	A
	4	17	33	33	35	0.13	0.13	0.14	A	A	A	A	A	A
	5	12	32	45	47	0.18	0.25	0.26	A	A	A	A	A	A
	6	17	78	75	87	0.31	0.29	0.34	A	A	A	A	A	A
	7	12	92	152	135	0.51	0.84	0.75	A	A	A	B	B	B
	8	17	84	112	124	0.33	0.44	0.49	A	A	A	A	A	A
West 125th Street @ Broadway	1	16	48	46	57	0.21	0.20	0.25	A	A	A	A	A	A
	2	12	14	13	27	0.08	0.08	0.16	A	A	A	A	A	A
	3	15	79	72	122	0.36	0.33	0.56	A	A	A	A	A	B
	4	12	36	30	51	0.21	0.17	0.30	A	A	A	A	A	A
	5	15	222	181	277	1.02	0.83	1.27	A	A	A	B	B	B
	6	12	178	165	235	0.99	0.92	1.31	A	A	A	B	B	B
	7	8	149	77	83	1.24	0.64	0.69	A	A	A	B	B	B
	8	12	16	21	25	0.09	0.12	0.14	A	A	A	A	A	A
East 125th Street @ Park Ave (Northbound)	1	3	15	3	8	0.40	0.08	0.21	A	A	A	A	A	A
	2	14	68	69	136	0.32	0.33	0.65	A	A	A	A	A	B
	3	12	95	107	36	0.53	0.59	0.20	A	A	A	B	B	A
	4	14	207	223	285	1.02	1.10	1.41	A	A	A	B	B	B
	5	8	25	53	61	0.21	0.44	0.51	A	A	A	A	A	B
	6	14	233	227	286	1.15	1.12	1.41	A	A	A	B	B	B
	7					no sidewalk at this location								
	8*	45	172	154	184	0.25	0.23	0.27	A	A	A	A	A	A

* Sidewalk width measured from curb to Metro-North access stairs.

**Table 3.16-11
Existing Corner Conditions**

Intersection	Corner	Curb Radii (feet)	Peak 15-Minute Volume			Average Pedestrian Space (sq-ft/ped)			Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	NW	12	142	69	140	230.6	206.5	164.0	A	A	A
	NE	12	177	154	204	214.2	156.7	138.0	A	A	A
	SW	12	112	74	127	273.1	228.7	180.9	A	A	A
	SE	12	214	164	244	197.3	158.8	129.3	A	A	A
West 125th Street @ Frederick Douglass Blvd	NW	12	46	80	86	294.4	165.8	177.4	A	A	A
	NE	12	23	58	68	295.7	173.7	190.9	A	A	A
	SW	12	69	97	128	306.9	128.0	111.7	A	A	A
	SE	12	15	42	38	348.7	139.6	131.8	A	A	A
West 126th Street @ Adam Clayton Powell Blvd	NW	12	5	5	4	716.5	661.2	776.3	A	A	A
	NE	12	10	5	7	649.0	630.3	640.0	A	A	A
	SW	12	5	19	7	724.7	536.9	724.9	A	A	A
	SE	12	1	2	1	712.6	580.1	649.5	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	NW	12	29	43	40	378.5	216.0	193.6	A	A	A
	NE	12	2	4	2	420.4	303.0	237.4	A	A	A
	SW	12	43	88	73	432.6	151.1	122.3	A	A	A
	SE	12	52	73	62	354.0	154.8	114.1	A	A	A
West 124th Street @ Adam Clayton Powell Blvd	NW	12	2	13	8	632.7	414.4	429.4	A	A	A
	NE	12	39	36	7	367.8	304.5	346.4	A	A	A
	SW	12	3	6	4	210.5	162.0	158.4	A	A	A
	SE	12	31	36	22	422.8	360.3	383.3	A	A	A
West 126th Street @ Malcolm X Boulevard	NW	12	8	14	12	380.3	515.4	347.9	A	A	A
	NE	12	4	8	8	617.1	436.8	374.2	A	A	A
	SW	12	19	28	21	581.7	619.5	494.7	A	A	A
	SE	12	3	10	14	215.3	120.9	111.2	A	A	A
West 125th Street @ Malcolm X Boulevard	NW	12	155	154	171	345.5	234.1	281.8	A	A	A
	NE	12	67	101	124	462.4	297.7	302.7	A	A	A
	SW	12	47	61	69	444.1	258.4	276.9	A	A	A
	SE	12	58	67	104	495.2	321.1	264.7	A	A	A
West 124th Street @ Malcolm X Boulevard	NW	12	3	42	14	503.3	483.8	714.8	A	A	A
	NE	12	45	46	31	449.6	420.4	382.6	A	A	A
	SW	12	25	20	3	827.6	1185.8	2451.9	A	A	A
	SE	12	7	5	7	758.2	717.9	578.6	A	A	A

Table 3.16-11 (continued)
Existing Corner Conditions

Intersection	Corner	Curb Radii (feet)	Peak 15-Minute Volume			Average Pedestrian Space (sq-ft/ped)			Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM
125th Street @ Fifth Ave	NW	12	41	54	47	672.4	503.2	409.4	A	A	A
	NE	12	9	15	11	753.9	541.6	392.1	A	A	A
	SW	12	24	43	27	616.3	366.7	311.4	A	A	A
	SE	12	11	12	8	752.6	446.6	342.3	A	A	A
East 124th Street @ Madison Ave	NW	15	7	12	25	153.4	94.7	111.3	A	A	A
	NE	15	14	16	9	220.4	177.9	246.7	A	A	A
	SW	15	10	7	10	182.1	127.7	102.0	A	A	A
	SE	15	10	12	7	653.7	589.6	547.6	A	A	A
East 125th Street @ Madison Ave	NW	12	32	22	30	575.9	424.8	372.4	A	A	A
	NE	12	30	40	49	356.5	258.3	210.1	A	A	A
	SW	12	14	31	32	152.2	82.3	86.0	A	A	A
	SE	12	46	39	26	280.8	193.0	196.1	A	A	A
East 125th Street @ Park Ave (Southbound)	NW	12	7	5	5	268.9	251.5	230.8	A	A	A
	NE	12	12	5	14	281.6	270.7	233.7	A	A	A
	SW	12	4	4	9	320.4	265.8	250.3	A	A	A
	SE	12	0	0	0	1467.9	1231.8	1153.5	A	A	A
East 125th Street @ Lexington Ave	NW	12	286	135	216	126.0	125.9	118.2	A	A	A
	NE	12	90	95	121	202.1	161.7	156.9	A	A	A
	SW	12	242	144	216	143.5	125.3	111.3	A	A	A
	SE	12	73	58	67	517.6	397.0	369.1	A	A	A
East 125th Street @ Third Ave	NW	12	21	26	29	674.3	449.4	511.1	A	A	A
	NE	12	2	7	4	895.6	740.0	691.5	A	A	A
	SW	12	41	65	75	379.8	264.0	256.6	A	A	A
	SE	12	8	14	11	592.2	537.4	441.7	A	A	A
West 125th Street @ Broadway	NW	12	2	6	4	804.8	857.1	545.3	A	A	A
	NE	12	23	20	32	477.7	529.8	376.9	A	A	A
	SW	12	2	9	18	810.9	812.1	495.0	A	A	A
	SE	12	154	84	203	220.8	325.9	165.0	A	A	A
East 125th Street @ Park Ave (Northbound)	NW	12	17	12	25	66.5	56.7	45.3	A	B	B
	NE	12	57	44	9	156.8	143.1	133.6	A	A	A
	SW	12	41	15	23	887.4	986.5	795.8	A	A	A
	SE	12	12	28	31	104.6	100.4	82.9	A	A	A

**Table 3.16-12
Existing Crosswalk Conditions**

Intersection	Crosswalk	Existing Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			Existing Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	East	50	90	103	238.1	129.6	111.4	A	A	A
	North	134	245	246	148.2	79.1	78.5	A	A	A
	West	78	79	108	144.5	147.0	103.6	A	A	A
	South	109	202	212	197.2	103.4	99.3	A	A	A
West 125th Street @ Frederick Douglass Blvd	East	80	148	118	255.7	94.1	164.3	A	A	A
	North	173	258	235	102.9	84.6	71.6	A	A	A
	West	56	146	134	310.6	80.8	123.0	A	A	A
	South	140	381	444	128.0	55.2	33.5	A	B	C
West 126th Street @ Adam Clayton Powell Blvd	East	81	95	89	304.8	277.6	297.1	A	A	A
	North	27	22	24	388.6	511.9	354.6	A	A	A
	West	75	89	71	312.1	284.7	367.0	A	A	A
	South	26	35	28	439.3	280.1	351.2	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	East	75	70	97	261.7	277.3	196.3	A	A	A
	North	170	267	278	96.2	59.5	46.5	A	B	B
	West	69	154	141	356.5	156.4	170.8	A	A	A
	South	129	429	605	134.6	36.7	24.9	A	C	C
West 124th Street @ Adam Clayton Powell Blvd	East	80	87	114	241.6	245.0	170.7	A	A	A
	North	33	60	40	339.5	152.2	267.1	A	A	A
	West	81	103	122	257.4	220.3	170.9	A	A	A
	South	32	41	28	311.7	199.3	337.3	A	A	A
West 126th Street @ Malcolm X Boulevard	East	108	168	200	170.4	105.5	87.0	A	A	A
	North	28	22	23	468.1	635.7	595.5	A	A	A
	West	197	138	221	79.7	122.7	72.4	A	A	A
	South	28	62	43	509.4	226.6	329.5	A	A	A
West 125th Street @ Malcolm X Boulevard	East	83	147	142	222.2	124.5	126.4	A	A	A
	North	172	249	225	91.6	61.8	68.3	A	A	A
	West	138	277	171	134.3	62.0	104.3	A	A	A
	South	151	233	294	101.5	63.2	52.4	A	A	B

Table 3.16-12 (continued)
Existing Crosswalk Conditions

Intersection	Crosswalk	Existing Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			Existing Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 124th Street @ Malcolm X Boulevard	East	94	100	155	285.4	267.6	168.4	A	A	A
	North	62	78	60	95.7	74.5	96.6	A	A	A
	West	93	52	43	264.7	483.7	587.7	A	A	A
	South	19	27	2	378.4	262.7	3472.8	A	A	A
125th Street @ Fifth Ave	East	44	48	77	311.5	284.9	174.6	A	A	A
	North	101	151	206	132.7	85.5	60.3	A	A	A
	West	57	60	72	230.6	210.6	177.7	A	A	A
	South	114	223	283	111.4	53.9	41.3	A	B	B
East 124th Street @ Madison Ave	East	58	56	58	299.4	276.9	271.4	A	A	A
	North	48	75	41	204.7	128.2	241.0	A	A	A
	West	22	36	40	548.9	332.0	297.9	A	A	A
	South	18	27	37	564.5	374.4	271.7	A	A	A
East 125th Street @ Madison Ave	East	42	42	52	333.7	336.9	269.7	A	A	A
	North	132	198	241	131.7	81.7	65.5	A	A	A
	West	38	52	39	414.3	300.5	403.4	A	A	A
	South	102	193	192	180.5	91.5	92.0	A	A	A
East 125th Street @ Park Ave (Southbound)	East	32	32	30	283.2	283.2	302.5	A	A	A
	North	183	199	229	66.4	60.2	50.9	A	A	B
	West	19	19	9	469.2	457.3	991.3	A	A	A
	South	177	217	236	62.4	51.6	44.3	A	B	B
East 125th Street @ Lexington Ave	East	98	110	134	180.5	159.9	129.8	A	A	A
	North	166	238	200	71.5	47.3	57.9	A	B	B
	West	136	206	206	112.6	72.8	73.5	A	A	A
	South	126	217	214	87.0	49.1	49.9	A	B	B
East 125th Street @ Third Ave	East	29	29	34	701.9	702.3	578.8	A	A	A
	North	41	51	55	290.6	232.3	209.0	A	A	A
	West	52	93	66	442.7	243.7	347.0	A	A	A
	South	64	68	90	159.7	149.9	111.7	A	A	A

Table 3.16-12 (continued)
Existing Crosswalk Conditions

Intersection	Crosswalk	Existing Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			Existing Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ Broadway	East	66	57	85	71.6	87.2	56.2	A	A	B
	North	15	17	15	787.3	723.6	794.3	A	A	A
	West	49	39	78	131.0	163.0	79.2	A	A	A
	South	15	18	25	638.9	503.7	372.2	A	A	A
East 125th Street @ Park Ave (Northbound)	East	67	78	60	123.8	104.9	138.5	A	A	A
	North	176	206	282	64.3	54.2	36.0	A	B	C
	West	60	69	50	147.8	127.6	178.7	A	A	A
	South	231	215	297	46.0	55.8	37.7	B	B	C

3.16.2 FUTURE WITHOUT THE PROPOSED ACTION

Through 2017, it is expected that demand at analyzed transit and pedestrian facilities will increase due to long-term background growth as well as the development of new commercial, residential, retail and community facility space along the 125th Street corridor and the surrounding area. In order to forecast the 2017 future without the proposed action (the 2017 No Action condition), the principal development projects expected to be completed within or in proximity to the proposed rezoning area by 2017 were considered. These include developments that would likely occur on projected development sites in the absence of the proposed action, developments on other sites within the proposed rezoning area, and developments outside of the proposed rezoning area that are expected to add trips to analyzed subway stations, bus routes, and/or pedestrian facilities. As shown in Table 3.1-3 in Chapter 3.1, “Land Use, Zoning and Public Policy,” the analysis of 2017 No Action conditions assumes the development of an estimated 302 dwelling units, 298,736 square feet of retail space (special and boutique), 396,700 square feet of office/commercial space, and 123,021 square feet of community facility/institutional/convention space on projected development sites. (The displacement of approximately 13,964 square feet of existing storage/manufacturing space is also assumed.) The No Action analysis further assumes the development of an estimated 2,338 square feet of retail space, 21,696 square feet of office/commercial space, 127,500 square feet of hotel space, and 314,623 square feet of community facility/institutional space on other sites within the proposed rezoning area. Projects outside of the proposed rezoning area that were also accounted for as discrete development sites for the No Action transit and pedestrian analyses include:

- The Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development, which would enable Columbia University to build an estimated 6.8 million gsf of new academic (instruction), academic research, graduate student/faculty/employee housing, and related support space in an area generally bounded by 125th and 135th Streets and Broadway and Twelfth Avenues, immediately to the west of the proposed rezoning area;
- The East 125th Street Development project, a mixed-use development with approximately 1.7 million square feet of floor area on a site generally bounded by 125th and 127th Street and Second and Third Avenues immediately to the east of the proposed rezoning area;
- East River Plaza, an approximately 500,000 gsf “big box” commercial development located between 116th and 119th Street west of the East River Drive;
- A new 150,000 sf patient pavilion planned for the Harlem Hospital Center located on Lenox Avenue between West 135th and West 136th Streets;
- Fifth on the Park, a mixed-use development with 297,670 sf of residential space and an 1,800-seat church located on West 124th Street at Fifth Avenue;
- The Kalahari, a residential development with 249 dwelling units located on East 112th Street near Fifth Avenue; and

- The development of 205 dwelling units on a site located on West 127th Street west of Frederick Douglass Boulevard.

In addition to demand from new developments, an annual background growth rate of 0.5 percent per year was applied to existing transit and pedestrian demand for the 2007 through 2017 period. This background growth rate, recommended in the *CEQR Technical Manual* for projects in Manhattan, is applied to account for smaller projects, as-of-right developments not reflected in Table 3.1-3, and general increases in travel demand not attributable to specific development projects.

The following sections describe how the growth in travel demand in the vicinity of the proposed rezoning area is expected to affect transit and pedestrian facilities in the 2017 future without the proposed action.

Subway Service

Under 2017 No Action conditions, subway demand would grow as a result of background growth and major new development projects. Development within the proposed rezoning area, as well as major developments in the immediate vicinity such as the Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development and the East 125th Street Development project are expected to add trips to analyzed subway stations along the 125th Street corridor. Major projects more distant from the proposed rezoning area, such as East River Plaza, are not expected to add appreciable numbers of new trips to analyzed subway stations, but would likely contribute to subway line haul demand.

Although no major physical or operational changes are anticipated at any of the three analyzed subway stations serving the proposed rezoning area by 2017, it should be noted that the Metropolitan Transportation Authority (MTA) and MTA New York City Transit have commenced construction of the Second Avenue Subway project. Once completed, this project will include an 8.5-mile, two-track subway line along Second Avenue from East 125th Street to Hanover Square in the Financial District in Lower Manhattan. It will also include a connection from Second Avenue to the existing 63rd Street Line, thereby providing direct access to the Broadway Line for service to West Midtown and Brooklyn. Sixteen new ADA accessible stations will be constructed.

Under the current plan, the Second Avenue Subway project will be built in four phases. Phase One, to be completed by 2013, will include tunnels from 105th Street and Second Avenue to 63rd Street and Third Avenue. Service will be provided at new stations to be located at 96th Street, 86th Street and 72nd Street, with a connection to existing tracks for the Broadway Line at the existing 63rd Street/Lexington Avenue station. Q service will be extended to operate along Second Avenue from 96th Street to 63rd Street, where it will divert west along the existing 63rd Street line to the Lexington Avenue/63rd Street station. It will then continue west under Central Park on tracks that are currently not being used for passenger service and then head south to the existing 57th Street/7th Avenue station, which is currently the northern terminus of Q service.

South of the 57th Street/7th Avenue station, this new, extended Q service will follow its current route, making stops at express stations along Seventh Avenue and Broadway before crossing the Manhattan Bridge to Brooklyn.

Under Phase Two, construction will occur from 125th Street to 105th Street. New stations will be located at 125th Street/Lexington Avenue (where transfers to Metro-North and Lexington Avenue Line 4, 5, 6 service will be available, see Figure 3.16-1), 116th Street/Second Avenue and 106th Street/Second Avenue. Service will be provided from East 125th Street to West Midtown and Brooklyn via a further extension of Q train service.

Under Phases Three and Four, additional tunnels and stations will be constructed along Second Avenue from 72nd Street to Houston Street and then to a terminus at Hanover Square in the Financial District. Q train service between East 125th Street and West Midtown and Brooklyn will be supplemented by a new T train service operating between East 125th Street and Hanover Square.

It is anticipated that the Second Avenue subway will reduce overcrowding and delays on the Lexington Avenue line, improving travel for both city and suburban commuters, and provide better access to mass transit for residents of the far East Side of Manhattan. Funding for Phase One of the project, which would not directly affect the proposed rezoning area along 125th Street, has been identified. Construction commenced in the spring of 2007 and is scheduled to be completed in 2013. Funding for Phase Two, which would extend service to the proposed rezoning area and involve construction of a new station beneath East 125th Street at Lexington Avenue, has not been identified, and a schedule for the construction of this phase has not been finalized. Therefore, to be conservative the analyses of subway station and subway line haul conditions for the proposed action conservatively do not assume implementation of new subway service to the proposed rezoning area (and reduced overcrowding on the Lexington Avenue line) by 2017.

Subway Stations

Tables 3.16-13 through 3.16-15 show the results of the analyses of 2017 No Action AM and PM peak hour conditions for the analyzed station elements at the 125th Street IND (A, B, C, D) station, the 125th Street IRT (2, 3) station, and the 125th Street IRT (4, 5, 6) station. As shown in Tables 3.16-13 through 2.16-15, in the future without the proposed action, all analyzed stairways and fare arrays would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours with the exception of stairways S3 and S4 at the 125th Street IRT (4, 5, 6) station. As shown in Table 3.16-15, stairway S3, located at the northwest corner of Lexington Avenue and East 125th Street, will operate at LOS D in the AM peak hour with a v/c ratio of 1.06 (LOS C and a v/c ratio of 0.92 in the PM peak hour). Stairway S4 located at the northeast corner of Lexington Avenue and East 125th Street will operate at LOS D and a v/c ratio of 1.25 in the AM

Table 3.16-13
2017 Future No Action Conditions at the
125th Street IND (A,B,C,D) Subway Station

Stairways										
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	Peak 15 Minute Volume (3)	PFM (2)	V/C (5)	LOS
S1	Stairway @ NE Corner St. Nicholas Ave/W.125th St	8-9 AM	5.7	0.8	3.76	564	212	3.76	0.38	A
		5-6 PM	5.7	0.8	3.76	564	264	4.68	0.47	A
S2	Stairway @ SE Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	445	7.73	0.77	C
		5-6 PM	5.8	0.8	3.84	576	433	7.52	0.75	C
S8	Stairway @ NW Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	206	3.58	0.36	A
		5-6 PM	5.8	0.8	3.84	576	216	3.75	0.38	A
S10	Stairway @ SW Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	474	8.23	0.82	C
		5-6 PM	5.8	0.8	3.84	576	348	6.04	0.60	B

Fare Arrays and Exit Gates						
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	Peak 15 Minute Volume (3)	V/C	LOS
N-26	W.125th Street Fare Array 8 entry/exit turnstiles	8-9 AM	3,840	1,418	0.37	B
		5-6 PM	3,840	1,351	0.35	B

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Assumes 0.5 percent/year background growth for the 2007 - 2017 period plus demand from No Build developments.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

<u>LOS</u>	<u>V/C Ratio</u>
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

Table 3.16-14
2017 Future No Action Conditions at the
125th Street IRT (2,3) Subway Station

Stairways										
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	Peak 15 Minute Volume (3)	PFM (2)	V/C (5)	LOS
S1	Downtown Stairway @ SW Corner Lenox Ave/W.125th Street	8-9 AM	6.9	0.8	4.72	708	223	3.15	0.31	A
		5-6 PM	6.9	0.8	4.72	708	247	3.49	0.35	A
S2	Uptown Stairway @ SE Corner Lenox Ave/W.125th Street	8-9 AM	6.5	0.8	4.40	660	201	3.05	0.30	A
		5-6 PM	6.5	0.8	4.40	660	364	5.52	0.55	B
S3	Downtown Stairway @ NW Corner Lenox Ave/W.125th Street	8-9 AM	6.8	0.8	4.64	696	322	4.63	0.46	A
		5-6 PM	6.8	0.8	4.64	696	209	3.00	0.30	A
S4	Uptown Stairway @ NE Corner Lenox Ave/W.125th Street	8-9 AM	5.8	0.8	3.84	576	184	3.19	0.32	A
		5-6 PM	5.8	0.8	3.84	576	265	4.60	0.46	A

Fare Arrays and Exit Gates						
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	Peak 15 Minute Volume (3)	V/C	LOS
R-304	Downtown Platform Fare Array 5 entry/exit turnstiles 3 high revolving exit gates	8-9 AM	3,750	549	0.15	A
		5-6 PM	3,750	451	0.12	A
R-305	Uptown Platform Fare Array 3 entry/exit turnstiles 4 high revolving exit gates	8-9 AM	3,240	381	0.12	A
		5-6 PM	3,240	632	0.20	B

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Assumes 0.5 percent/year background growth for the 2007 - 2017 period plus demand from No Build developments.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

Table 3.16-15
2017 Future No Action Conditions at the
125th Street IRT (4,5,6) Subway Station

Stairways										
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	Peak 15 Minute Volume (3)	PFM (2)	V/C (5)	LOS
S1	Stairway @ SW Corner Lexington Ave/E. 125th St	8-9 AM	5.7	0.8	3.76	564	464	8.23	0.82	C
		5-6 PM	5.7	0.8	3.76	564	483	8.56	0.86	C
S2	Stairway @ SE Corner Lexington Ave/E. 125th St	8-9 AM	5.8	0.8	3.84	576	442	7.67	0.77	C
		5-6 PM	5.8	0.8	3.84	576	549	9.53	0.95	C
S3	Stairway @ NW Corner Lexington Ave/E. 125th St	8-9 AM	5.8	0.8	3.84	576	613	10.64	1.06	D
		5-6 PM	5.8	0.8	3.84	576	532	9.24	0.92	C
S4	Stairway @ NE Corner Lexington Ave/E. 125th St	8-9 AM	5.9	0.8	3.92	588	736	12.52	1.25	D
		5-6 PM	5.9	0.8	3.92	588	911	15.49	1.55	E

Fare Arrays and Exit Gates						
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	Peak 15 Minute Volume (3)	V/C	LOS
R-258	W. 125th Street Fare Array 9 entry/exit turnstiles 2 high revolving exit gates	8-9 AM	5,220	2,359	0.45	C
		5-6 PM	5,220	2,591	0.50	C

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Assumes 0.5 percent/year background growth for the 2007 - 2017 period plus demand from No Build developments.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

peak hour, and LOS E and a v/c ratio of 1.55 in the PM peak hour. These two stairways are therefore projected to be operating over their practical capacity in one or both analyzed peak hours in the 2017 No Action condition.

Line Haul

Table 3.16-16 shows the anticipated line haul conditions at the maximum load points on subway routes serving the proposed rezoning area in the 2017 future without the proposed action. The data in Table 3.16-16 reflect a 0.5 percent per year background growth rate for the 2007 through 2017 period and the addition of demand from development sites. As shown in Table 3.16-16, in the AM peak hour, southbound IRT (2, 3, 4, 5 and 6) trains will all operate at or over capacity with v/c ratios of 1.04, 1.05, 1.11, 1.12 and 1.11, respectively. Southbound 1 and A trains will operate close to capacity with v/c ratios of 0.94 and 0.96, respectively. All other analyzed routes will operate below capacity in the AM peak hour with a v/c ratio of 0.90 or less in the peak southbound direction.

In the PM peak hour, northbound 4 trains will operate at capacity with a v/c ratio of 1.01 in the future without the proposed action. Northbound IRT (2) trains will operate close to capacity with a v/c ratio of 0.97, while northbound IRT (5 and 6) trains will operate with v/c ratios of 0.91 and 0.93, respectively. All other analyzed routes will operate below capacity in the PM peak hour with a v/c ratio of less than 0.90 in the peak northbound direction.

Bus Service

During the 2007 through 2017 period, it is anticipated that local bus demand will grow as a result of general background growth, new development within the proposed rezoning area, and major development projects located outside of the proposed rezoning area such as the Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development, the East 125th Street Development project and East River Plaza. During this period, it is also anticipated that MTA New York City Transit (NYCT) will implement Bus Rapid Transit (BRT) service along at least one demonstration corridor in each of the five boroughs. The M15 limited route along First and Second Avenues, with an extension along 125th Street as far as Twelfth Avenue, has been selected as the demonstration corridor in Manhattan. Although a concept plan for the proposed BRT service has been completed, an operating plan and a detailed travel demand forecast have not been finalized. The analyses of future bus conditions without and with the proposed action therefore do not assume implementation of any of the improvements to bus service along 125th Street and First and Second Avenues associated with the BRT demonstration project. However, a qualitative discussion of the proposed BRT service in Manhattan is provided below.

Bus Rapid Transit is defined as an integrated, high performance transit system with a unique identity designed to reduce travel time and to increase the level of comfort for the customers. BRT systems typically consist of all or a combination of six elements, which include the following:

Table 3.16-16
2017 No Action Subway Line Haul Conditions

Peak Hour	Route	Peak Direction	Trains per Hour (1)	Cars per Hour (1)	Passengers per Hour (2)	Peak Hour Capacity (3)	V/C Ratio (4)
AM	1	Southbound	19	190	19,734	20,900	0.94
	2	Southbound	12	120	13,693	13,200	1.04
	3	Southbound	11	110	12,717	12,100	1.05
	4	Southbound	14	140	17,159	15,400	1.11
	5	Southbound	13	130	16,041	14,300	1.12
	6	Southbound	24	240	29,229	26,400	1.11
	A	Southbound	10	80	13,395	14,000	0.96
	B	Southbound	7	70	6,400	10,150	0.63
	C	Southbound	6	48	6,285	6,960	0.90
	D	Southbound	9	72	9,801	12,600	0.78
PM	1	Northbound	17	170	15,573	18,700	0.83
	2	Northbound	12	120	12,815	13,200	0.97
	3	Northbound	10	100	8,814	11,000	0.80
	4	Northbound	14	140	15,561	15,400	1.01
	5	Northbound	14	140	14,042	15,400	0.91
	6	Northbound	21	210	21,470	23,100	0.93
	A	Northbound	10	80	9,383	14,000	0.67
	B	Northbound	7	70	4,693	10,150	0.46
	C	Northbound	6	48	2,872	6,960	0.41
	D	Northbound	9	72	9,128	12,600	0.72

Notes:

- (1) Based on Spring and Fall 2005 schedule and ridership data provided by NYC Transit.
- (2) Based on 2005 NYCT ridership data increased by 0.5 percent/year background growth for the 2005 - 2017 period plus demand from No Build development sites.
- (3) Capacity based on NYC Transit guideline capacities of 110 passengers/car for 51' cars, 145 passengers/car for 60' cars and 175 passengers/car for 75' cars. Guideline capacity for each route is based on the capacity associated with the predominant car type.

- High visibility stations
- Bus ways where the road is dedicated to the exclusive use of buses
- A service plan that provides an easily understandable route map and schedule
- High capacity vehicles
- Intelligent Transportation Systems (ITS) that provide information on the next arriving bus at the bus stations, and the next stop on-board buses
- System identity and branding which bring a unique and distinguished visibility to the BRT service.

NYCT, in cooperation with the city and state departments of transportation, has prepared a concept plan that identifies the M15 route along First and Second Avenues, with an extension along 125th Street, as the demonstration corridor for Manhattan. After crossing 125th Street, the proposed BRT route will replace the existing M15 limited service on First and Second Avenues between 125th and Houston Streets. Below Houston Street, the corridor will continue via Allen and Pike Streets to Madison Street and Water Street, terminating at Whitehall Street. The M15 local service would continue to operate as it does under existing conditions, making all stops and serving both the Whitehall and City Hall branch termini.

Along 125th Street, the proposed concept plan would create bus lanes along both curbs of 125th Street from Twelfth Avenue on the west to First Avenue on the east for the westbound BRT/bus lane, and to Second Avenue for the eastbound BRT/bus lane. The bus lanes on 125th Street would operate during the peak periods of 7 AM to 10 AM and 4 PM to 7 PM in both directions, Monday through Friday. Weekend operation is also under consideration. (The curb lanes would be unavailable for parking or deliveries during these periods.) BRT stations along 125th Street would be located primarily at intersections with subway stations, and would be designated separately from local bus stops. Sidewalk bulb-outs currently present at three midblock locations between Fifth Avenue and Frederick Douglass Boulevard would be removed to accommodate the new bus lanes. (The signalized pedestrian midblock crossings at each of these locations would, however, remain.)

Along First and Second Avenues, a dedicated bus lane one lane away from the curb lane (referred to as an “interior running lane”) would be provided under the BRT concept plan. This lane would be in operation 24 hours a day, 7 days per week. During peak periods, parking would be prohibited along the curb lane to provide additional capacity for transit. Sidewalk bulb-outs would be implemented at BRT stations to allow the buses to load without pulling to the curb, and to allow for a larger customer waiting area. (Local buses would stop at the curb, not at the bulb-outs, and on a different block face than the BRT stations.) In a typical configuration, three general traffic lanes plus curbside access on the left-side curb would still be maintained. BRT bus lanes would be designated through appropriate pavement markings and unique signage (including overhead signs) that would be developed for each corridor.

Bus Rapid Transit stations would be constructed from available existing sidewalk space or from agreements with other city/state agencies or private interests. BRT stations would be separate from other bus stops and would include a range of features/elements beyond what is provided at

existing NYCT bus stops. (The exact location of each of the stations proposed for 125th Street and First and Second Avenues has not yet finalized.) At a minimum, each station would include a unique identifier for the BRT service (a “BRT Icon”), passenger information systems providing information on the next bus arrival, and a route map. Where space allows, additional amenities such as an expanded station shelter and possibly ticket vending machines would be provided.

The BRT system would initially utilize the existing NYCT bus fleet, however, NYCT is moving forward on purchasing low-floored articulated buses. Implementation of transit signal priority (giving BRT buses priority at signalized intersections) is also under consideration.

It is anticipated that demand for the BRT service would be comprised primarily of the ridership using the existing M15 limited service. Travel-time savings and improved reliability would also likely attract some demand from the existing M15 local bus service, the Lexington Avenue Subway Line, and other modes such as auto and taxi.

As mentioned previously, although a concept plan for the proposed BRT demonstration corridor along 125th Street and First and Second Avenues has been completed, a detailed travel demand forecast and an operating plan for the proposed BRT service are still under development. The analyses of future bus conditions without and with the proposed action therefore do not assume implementation of any of the improvements in M15 bus service associated with the BRT proposal.

Table 3.16-17 shows the estimated peak hour, peak direction ridership at the maximum load point of each local bus route serving the proposed rezoning area in the 2017 future without the proposed action. During the 2007 through 2017 period, demand on NYC Transit local bus routes serving the proposed rezoning area along the 125th Street corridor is expected to increase as a result of new developments and general background growth. In addition to demand from discrete development projects, a background growth rate of 0.5 percent per year was applied to account for general demand increases in the area. As shown in Table 3.16-17, all analyzed local bus routes are expected to operate with available peak direction capacity in each peak hour with the exception of the Bx15 which would experience a capacity shortfall of 104 spaces in the peak northbound direction in the PM.

As standard practice, NYC Transit routinely conducts periodic ridership counts and increases service where operationally warranted and fiscally feasible. It is therefore anticipated that in the 2017 No Action, NYC Transit would increase frequency on the Bx15 to address its capacity shortfall. As shown in Table 3.16-17, the addition of two northbound Bx15 buses in the PM would fully address the capacity shortfall on this route in the 2017 future without the proposed action.

**Table 3.16-17
2017 No Action Local Bus Conditions**

Peak Hour (1)	Peak Route Direction Maximum Load Point			2017 Peak Hour Passengers (2)	No Build Conditions with Current Service Levels			No Build Conditions with Potential Service Adjustments			Notes
					Peak Hour Buses (3)	Average Passengers/Bus	Available Capacity (4)	Peak Hour Buses (6)	Average Passengers/Bus	Available Capacity (4)	
AM	M1	SB	5th Ave & 72nd St	643	15	43	332	15	43	332	(7)
	M2	SB	W.110th St & A. C. Powell Blvd	337	8	42	183	8	42	183	
	M3	SB	5th Ave & 72nd St	358	8	45	162	8	45	162	
	M4	SB	5th Ave & 72nd St	498	16	31	542	16	31	542	(7)
	M7	SB	Columbus Ave & W.79th St	455	8	57	65	8	57	65	
	M10	SB	F. Douglass Blvd & W.125th St	323	7	46	132	7	46	132	
	M11	SB	Columbus Ave & W.66th St	444	8	56	76	8	56	76	
	M15	SB	2nd Ave & E.72nd St	1,596	23	69	543	23	69	543	(5,7)
	M18	SB	Convent Ave & W.125th St	45	3	15	150	3	15	150	
	M35	WB	Wards Island	444	8	56	76	8	56	76	
	M60	WB	W.125th St & Lenox Ave	384	7	55	71	7	55	71	
	M98	SB	Lexington Ave & E.86th St	478	9	53	107	9	53	107	
	M100	SB	Amsterdam Ave & W.129th St	368	8	46	152	8	46	152	
	M101	SB	W.125th St & St. Nicholas Ave	652	10	65	278	10	65	278	(5)
	M102	SB	Lexington Ave & E.72nd St	320	5	64	145	5	64	145	(5)
	M103	SB	Lexington Ave & E.72nd St	239	5	48	226	5	48	226	(5)
M104	SB	Broadway & W.61st St	314	7	45	141	7	45	141		
Bx15	SB	3rd Ave & 149th St	558	9	62	27	9	62	27		
PM	M1	NB	Madison Ave & E.96th St	427	13	33	418	13	33	418	(7)
	M2	NB	Madison Ave & E.96th St	378	9	42	207	9	42	207	
	M3	NB	Madison Ave & E.96th St	299	8	37	221	8	37	221	
	M4	NB	Madison Ave & E.96th St	442	14	32	468	14	32	468	(7)
	M7	NB	Amsterdam & W.99th St	392	8	49	128	8	49	128	
	M10	NB	F. Douglass Blvd & W.125th St	310	7	44	145	7	44	145	
	M11	NB	Amsterdam & W.99th St	297	6	50	93	6	50	93	
	M15	NB	1st Ave & E.57th St	1,227	18	68	447	18	68	447	(5,7)
	M18	NB	Convent Ave & W.125th St	39	2	20	91	2	20	91	
	M35	EB	Wards Island	224	5	45	101	5	45	101	
	M60	EB	E.125th St & Park Ave	369	6	62	21	6	62	21	
	M98	NB	3rd Ave & E.72nd St	376	7	54	79	7	54	79	
	M100	NB	Amsterdam & W.129th St	486	8	61	34	8	61	34	
	M101	NB	E.125th St & 3rd Ave	725	10	73	205	10	73	205	(5)
	M102	NB	3rd Ave & E.60th St	312	6	52	246	6	52	246	(5)
	M103	NB	3rd Ave & E.60th St	391	6	65	167	6	65	167	(5)
M104	NB	W.42nd St & Broadway	489	10	49	161	10	49	161		
Bx15	NB	3rd Ave & 149th St	689	9	77	-104	11	63	26		

Notes:

- (1) Peak hours: weekday 8-9 AM and 5-6 PM.
- (2) Assumes 0.5 percent per year background growth plus demand from No Build sites developed by 2017.
- (3) Based on most currently available NYC Transit ridership summaries, unless otherwise noted.
- (4) Available capacity based on MTA NYCT loading guidelines of 65 passengers per standard bus unless otherwise noted.
- (5) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.
- (6) Assumes service levels adjusted to address capacity shortfalls during the 2007 through 2017 period.
- (7) Combined local and limited service.

Commuter Rail

During the 2007 through 2017 period, it is anticipated that commuter rail ridership through Metro-North's Harlem-125th Street station will increase as a result of general background growth, new development within the proposed rezoning area, and major development projects in the vicinity such as the East 125th Street Development project that will be located at Third Avenue, two blocks to the east of the Metro-North station.

Pedestrians

Pedestrian flow conditions at analyzed sidewalks, corners areas, and crosswalks were analyzed for the 2017 future without the proposed action, incorporating anticipated demand from new development and a background growth rate of 0.5 percent per year for the 2007 through 2017 period. Tables 3.16-18 through 3.16-20 show the results of the analyses of sidewalk, corner area and crosswalk conditions for the weekday AM, midday and PM peak hours in the 2017 future without the proposed action. As shown in Table 3.16-18, during these peak hours all analyzed sidewalks will operate at an acceptable LOS C or better under platoon conditions in all peak hours with the exception of the north sidewalk on East 125th Street east of Lexington Avenue. This sidewalk will operate at LOS D in both the midday and PM peak hours in the future without the proposed action compared to LOS B under Existing conditions.

As shown in Table 3.16-19, all analyzed corner areas will continue to operate at LOS C or better in all peak hours in the future without the proposed action. In general, crosswalks in the study area will also continue to operate at acceptable levels of service, although increased east-west pedestrian demand will result in increased congestion at some locations along the 125th Street corridor, especially during the midday and PM peak hours when shopper and tourist demand is heaviest. As shown in Table 3.16-20, along 125th Street, the south crosswalks at Adam Clayton Powell Boulevard and at Fifth Avenue will both operate at LOS D in the PM peak hour compared to LOS C and B, respectively, under Existing conditions. At Park Avenue, both the north and south crosswalks on the northbound approach will operate at LOS D in the midday and PM peak hours in the future without the proposed project, as will the south crosswalk on the southbound approach. (These crosswalks currently operate at LOS B or C in these periods.) At Lexington Avenue, the north crosswalk will also operate at LOS D in the midday and PM peak hours (versus LOS B under Existing conditions), while the south crosswalk will deteriorate from LOS B to LOS E in the midday. Lastly, at Third Avenue, the north crosswalk will operate at LOS D in the midday and LOS E in the PM, and the south crosswalk will operate at LOS E in the midday. (All crosswalks at this intersection currently operate at LOS A in all periods.) In all other periods, these and all other analyzed crosswalks will continue to operate at LOS C or better in the 2017 future without the proposed action.

Table 3.16-18
2017 No Action Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	1	10.0	199	120	195	1.33	0.80	1.30	A	A	A	B	B	B
	2	17.0	285	332	371	1.12	1.30	1.46	A	A	A	B	B	B
	3	11.0	202	258	312	1.23	1.56	1.89	A	A	A	B	B	B
	4	16.0	287	417	414	1.19	1.74	1.73	A	A	A	B	B	B
	5	10.0	243	209	300	1.62	1.40	2.00	A	A	A	B	B	B
	6	16.0	327	376	458	1.36	1.57	1.91	A	A	A	B	B	B
	7	11.0	221	188	231	1.34	1.14	1.40	A	A	A	B	B	B
	8	7.0	217	291	355	2.07	2.77	3.38	A	A	A	B	B	C
West 125th Street @ Frederick Douglass Blvd	1	17.0	60	132	126	0.24	0.52	0.49	A	A	A	A	B	A
	2	17.0	263	442	416	1.03	1.73	1.63	A	A	A	B	B	B
	3	17.0	78	152	177	0.31	0.59	0.70	A	A	A	A	B	B
	4	17.0	214	502	342	0.84	1.97	1.34	A	A	A	B	B	B
	5	17.0	57	152	108	0.22	0.59	0.42	A	A	A	A	B	A
	6	17.0	205	526	486	0.80	2.06	1.90	A	A	A	B	B	B
	7	13.0	84	151	206	0.43	0.78	1.06	A	A	A	A	B	B
	8	17.0	218	528	610	0.85	2.07	2.39	A	A	A	B	B	B
West 126th Street @ Adam Clayton Powell Blvd	1	22.0	97	122	80	0.29	0.37	0.24	A	A	A	A	A	A
	2	12.0	19	8	8	0.11	0.05	0.05	A	A	A	A	A	A
	3	20.0	97	91	100	0.32	0.30	0.33	A	A	A	A	A	A
	4	12.0	24	12	9	0.13	0.06	0.05	A	A	A	A	A	A
	5	8.0	79	106	119	0.66	0.89	0.99	A	A	A	B	B	B
	6	22.0	20	47	32	0.06	0.14	0.10	A	A	A	A	A	A
	7	22.0	79	163	107	0.24	0.49	0.32	A	A	A	A	A	A
	8	12.0	13	21	7	0.07	0.12	0.04	A	A	A	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	1	21.5	61	99	65	0.19	0.31	0.20	A	A	A	A	A	A
	2	17.0	183	447	372	0.72	1.75	1.46	A	A	A	B	B	B
	3	18.0	43	44	52	0.16	0.16	0.19	A	A	A	A	A	A
	4	17.0	175	306	290	0.68	1.20	1.14	A	A	A	B	B	B
	5	19.0	112	120	105	0.39	0.42	0.37	A	A	A	A	A	A
	6	17.0	195	504	593	0.76	1.98	2.32	A	A	A	B	B	B
	7	22.0	155	388	315	0.47	1.18	0.95	A	A	A	A	B	B
	8	17.0	163	430	569	0.64	1.69	2.23	A	A	A	B	B	B

Table 3.16-18 (continued)
2017 No Action Sidewalk Conditions

Intersection	Location	Eff. Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
West 124th Street @ Adam Clayton Powell Blvd	1	21.0	79	125	109	0.25	0.40	0.35	A	A	A	A	A	A
	2	12.0	9	60	47	0.05	0.34	0.26	A	A	A	A	A	A
	3	16.5	109	167	102	0.44	0.67	0.41	A	A	A	A	B	A
	4	11.5	62	114	49	0.36	0.66	0.28	A	A	A	A	B	A
	5	17.5	116	143	195	0.44	0.55	0.74	A	A	A	A	B	B
	6	11.5	27	55	29	0.16	0.32	0.17	A	A	A	A	A	A
	7	8.0	78	148	129	0.65	1.23	1.07	A	A	A	B	B	B
	8	10.0	22	62	32	0.15	0.41	0.22	A	A	A	A	A	A
West 126th Street @ Malcolm X Blvd	1	26.0	207	186	257	0.53	0.48	0.66	A	A	A	B	A	B
	2	12.0	20	23	28	0.11	0.13	0.16	A	A	A	A	A	A
	3	28.0	112	174	218	0.27	0.41	0.52	A	A	A	A	A	B
	4	9.0	29	12	13	0.22	0.09	0.09	A	A	A	A	A	A
	5	7.0	109	174	259	1.04	1.66	2.47	A	A	A	B	B	B
	6	1.0	39	74	59	2.59	4.90	3.94	A	A	A	B	C	C
	7	32.0	227	221	267	0.47	0.46	0.56	A	A	A	A	A	B
	8	16.0	40	81	58	0.17	0.34	0.24	A	A	A	A	A	A
West 125th Street @ Malcolm X Blvd	1	23.0	173	262	232	0.50	0.76	0.67	A	A	A	B	B	B
	2	18.0	378	631	606	1.40	2.34	2.24	A	A	A	B	B	B
	3	23.0	156	167	214	0.45	0.48	0.62	A	A	A	A	A	B
	4	17.0	288	495	463	1.13	1.94	1.81	A	A	A	B	B	B
	5	23.0	145	222	235	0.42	0.64	0.68	A	A	A	A	B	B
	6	17.0	211	456	543	0.83	1.79	2.13	A	A	A	B	B	B
	7	21.0	140	243	253	0.44	0.77	0.80	A	A	A	A	B	B
	8	16.0	145	420	471	0.60	1.75	1.96	A	A	A	B	B	B
West 124th Street @ Malcolm X Blvd	1	26.0	43	195	184	0.11	0.50	0.47	A	A	A	A	A	A
	2	11.0	66	95	63	0.40	0.58	0.38	A	A	A	A	B	A
	3	32.0	134	189	167	0.28	0.39	0.35	A	A	A	A	A	A
	4	10.0	81	158	113	0.54	1.06	0.75	A	A	A	B	B	B
	5	32.0	117	117	168	0.24	0.24	0.35	A	A	A	A	A	A
	6	10.0	23	33	30	0.15	0.22	0.20	A	A	A	A	A	A
	7	34.0	99	111	52	0.19	0.22	0.10	A	A	A	A	A	A
	8	12.0	63	67	8	0.35	0.37	0.04	A	A	A	A	A	A

Table 3.16-18 (continued)
2017 No Action Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
125th Street @ Fifth Ave	1	27.0	79	86	81	0.19	0.21	0.20	A	A	A	A	A	A
	2	18.0	196	303	326	0.73	1.12	1.21	A	A	A	B	B	B
	3	22.0	26	17	20	0.08	0.05	0.06	A	A	A	A	A	A
	4	16.0	93	138	225	0.39	0.57	0.94	A	A	A	A	B	B
	5	27.0	30	19	32	0.08	0.05	0.08	A	A	A	A	A	A
	6	17.0	198	455	532	0.78	1.78	2.09	A	A	A	B	B	B
	7	27.0	96	116	87	0.24	0.29	0.21	A	A	A	A	A	A
	8	16.0	150	362	398	0.63	1.51	1.66	A	A	A	B	B	B
East 124th Street @ Madison Ave	1	10.0	25	61	68	0.17	0.41	0.46	A	A	A	A	A	A
	2	5.0	53	122	129	0.71	1.63	1.72	A	A	A	B	B	B
	3	10.0	76	94	78	0.51	0.63	0.52	A	A	A	B	B	B
	4	10.0	73	199	144	0.49	1.32	0.96	A	A	A	A	B	B
	5	6.0	81	128	104	0.90	1.43	1.15	A	A	A	B	B	B
	6	12.0	21	32	32	0.11	0.18	0.18	A	A	A	A	A	A
	7	8.0	34	24	45	0.28	0.20	0.38	A	A	A	A	A	A
	8	8.0	33	45	52	0.28	0.37	0.44	A	A	A	A	A	A
East 125th Street @ Madison Ave	1	20.0	21	26	33	0.07	0.09	0.11	A	A	A	A	A	A
	2	21.0	170	231	297	0.54	0.73	0.94	A	A	A	B	B	B
	3	15.0	97	123	175	0.43	0.54	0.78	A	A	A	A	B	B
	4	17.0	230	441	497	0.90	1.73	1.95	A	A	A	B	B	B
	5	10.0	36	102	76	0.24	0.68	0.51	A	A	A	A	B	B
	6	18.0	212	506	485	0.79	1.88	1.80	A	A	A	B	B	B
	7	4.0	55	61	59	0.91	1.02	0.98	A	A	A	B	B	B
	8	17.0	156	374	396	0.61	1.47	1.55	A	A	A	B	B	B
East 125th Street @ Park Ave (Southbound)	1	10.5	37	107	89	0.24	0.68	0.57	A	A	A	A	B	B
	2	10.5	269	369	392	1.71	2.34	2.49	A	A	A	B	B	B
	3	7.5	18	4	11	0.16	0.04	0.09	A	A	A	A	A	A
	4	17.0	295	417	489	1.16	1.63	1.92	A	A	A	B	B	B
	5					no sidewalk at this location								
	6*	45.0	314	519	577	0.47	0.77	0.86	A	A	A	A	B	B
	7	13.0	96	128	118	0.49	0.65	0.61	A	A	A	A	B	B
	8	17.0	269	564	573	1.06	2.21	2.25	A	A	A	B	B	B

* Sidewalk width measured from curb to Metro-North access stairs.

Table 3.16-18 (continued)
2017 No Action Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service			
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	
East 125th Street @ Lexington Ave	1	8.5	368	187	324	2.89	1.47	2.54	A	A	A	B	B	B	
	2	17.0	194	370	497	0.76	1.45	1.95	A	A	A	B	B	B	
	3	8.0	242	278	312	2.01	2.31	2.60	A	A	A	B	B	B	
	4	8.0	537	773	980	4.48	6.44	8.16	A	B	C	C	D	D	
	5	24.0	86	167	179	0.24	0.46	0.50	A	A	A	A	A	A	
	6	16.0	222	526	571	0.93	2.19	2.38	A	A	A	B	B	B	
	7	9.0	236	219	323	1.75	1.62	2.39	A	A	A	B	B	B	
	8	17.0	485	635	748	1.90	2.49	2.93	A	A	A	B	B	B	
East 125th Street @ Third Ave	1	12.0	68	104	96	0.38	0.58	0.53	A	A	A	A	B	B	
	2	22.0	359	516	588	1.09	1.56	1.78	A	A	A	B	B	B	
	3	13.0	31	70	62	0.16	0.36	0.32	A	A	A	A	A	A	
	4	17.0	271	251	462	1.06	0.98	1.81	A	A	A	B	B	B	
	5	12.0	53	103	99	0.30	0.57	0.55	A	A	A	A	B	B	
	6	17.0	114	177	171	0.45	0.70	0.67	A	A	A	A	B	B	
	7	12.0	116	213	191	0.64	1.18	1.06	A	A	A	B	B	B	
	8	17.0	243	550	532	0.95	2.16	2.08	A	A	A	B	B	B	
West 125th Street @ Broadway	1	15.5	70	96	84	0.30	0.41	0.36	A	A	A	A	A	A	
	2	11.5	34	62	52	0.20	0.36	0.30	A	A	A	A	A	A	
	3	14.5	126	112	175	0.58	0.51	0.80	A	A	A	B	B	B	
	4	11.5	68	84	89	0.40	0.48	0.52	A	A	A	A	A	B	
	5	14.5	266	223	327	1.22	1.02	1.50	A	A	A	B	B	B	
	6	12.0	188	174	248	1.04	0.97	1.38	A	A	A	B	B	B	
	7	8.0	264	161	204	2.20	1.34	1.70	A	A	A	B	B	B	
	8	12.0	17	22	26	0.09	0.12	0.15	A	A	A	A	A	A	
East 125th Street @ Park Ave (Northbound)	1	2.5	16	3	8	0.42	0.08	0.22	A	A	A	A	A	A	
	2	14.0	147	268	362	0.70	1.28	1.72	A	A	A	B	B	B	
	3	12.0	117	159	82	0.65	0.88	0.46	A	A	A	B	B	A	
	4	13.5	310	475	563	1.53	2.35	2.78	A	A	A	B	B	B	
	5	8.0	43	102	108	0.36	0.85	0.90	A	A	A	A	B	B	
	6	13.5	390	621	674	1.92	3.07	3.33	A	A	A	B	C	C	
	7					no sidewalk at this location									
	8*	45.0	304	484	514	0.45	0.72	0.76	A	A	A	A	B	B	

* Sidewalk width measured from curb to Metro-North access stairs.

**Table 3.16-19
2017 No Action Corner Conditions**

Intersection	Corner	Curb Radii (feet)	Peak 15-Minute Volume			Average Pedestrian Space (sq-ft/ped)			Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	NW	12	149	73	147	208.6	151.6	146.1	A	A	A
	NE	12	207	180	242	185.0	120.4	120.3	A	A	A
	SW	12	125	103	148	234.4	167.9	149.4	A	A	A
	SE	12	245	210	293	168.1	123.9	107.6	A	A	A
West 125th Street @ Frederick Douglass Blvd	NW	12	48	84	90	256.0	132.3	156.6	A	A	A
	NE	12	26	105	74	252.9	119.7	162.9	A	A	A
	SW	12	73	102	135	263.7	113.6	99.4	A	A	A
	SE	12	19	41	47	288.9	116.0	112.9	A	A	A
West 126th Street @ Adam Clayton Powell Blvd	NW	12	5	5	4	645.7	453.5	659.7	A	A	A
	NE	12	11	5	7	611.0	556.0	587.8	A	A	A
	SW	12	6	4	8	650.4	435.1	619.5	A	A	A
	SE	12	1	2	1	672.1	533.9	595.3	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	NW	12	33	90	45	326.0	153.4	189.9	A	A	A
	NE	12	2	4	2	367.8	235.3	242.8	A	A	A
	SW	12	48	105	83	367.8	124.8	105.3	A	A	A
	SE	12	57	88	71	307.9	132.8	98.8	A	A	A
West 124th Street @ Adam Clayton Powell Blvd	NW	12	2	14	8	571.1	282.5	333.4	A	A	A
	NE	12	42	41	9	344.5	240.5	274.4	A	A	A
	SW	12	3	6	4	190.5	120.9	141.3	A	A	A
	SE	12	33	38	23	391.1	333.7	337.2	A	A	A
West 126th Street @ Malcolm X Boulevard	NW	12	8	15	13	361.3	409.5	290.3	A	A	A
	NE	12	4	8	8	557.7	370.6	337.3	A	A	A
	SW	12	20	29	22	529.6	454.3	394.2	A	A	A
	SE	12	3	11	15	180.2	91.5	93.0	A	A	A
West 125th Street @ Malcolm X Boulevard	NW	12	179	175	200	282.2	175.2	213.6	A	A	A
	NE	12	95	129	166	347.8	214.8	230.6	A	A	A
	SW	12	61	102	120	353.1	182.3	173.6	A	A	A
	SE	12	102	122	197	356.4	218.7	165.8	A	A	A
West 124th Street @ Malcolm X Boulevard	NW	12	3	71	42	488.8	290.8	373.2	A	A	A
	NE	12	47	48	33	444.5	351.1	326.4	A	A	A
	SW	12	26	21	3	793.4	776.4	1254.0	A	A	A
	SE	12	7	5	7	752.1	675.1	551.9	A	A	A

Table 3.16-19 (continued)
2017 No Action Corner Conditions

Intersection	Corner	Curb Radii (feet)	Peak 15-Minute Volume			Average Pedestrian Space (sq-ft/ped)			Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM
125th Street @ Fifth Ave	NW	12	43	61	50	543.0	362.2	330.3	A	A	A
	NE	12	9	16	12	607.1	405.9	323.3	A	A	A
	SW	12	25	43	28	443.2	223.3	200.1	A	A	A
	SE	12	12	13	8	541.0	270.9	221.1	A	A	A
East 124th Street @ Madison Ave	NW	15	7	13	26	124.2	56.7	71.9	A	B	A
	NE	15	15	17	9	175.7	92.1	129.5	A	A	A
	SW	15	11	7	11	160.7	103.3	89.4	A	A	A
	SE	15	11	13	7	528.7	334.5	364.6	A	A	A
East 125th Street @ Madison Ave	NW	12	34	23	32	517.1	379.5	311.0	A	A	A
	NE	12	32	42	52	299.3	191.1	159.3	A	A	A
	SW	12	15	33	34	103.5	50.5	51.4	A	B	B
	SE	12	50	46	30	194.4	103.9	106.8	A	A	A
East 125th Street @ Park Ave (Southbound)	NW	12	7	5	5	177.8	112.5	163.2	A	A	A
	NE	12	15	9	19	196.8	140.1	188.1	A	A	A
	SW	12	13	51	43	174.4	89.5	122.7	A	A	A
	SE	12	0	1	0	866.0	509.5	685.6	A	A	A
East 125th Street @ Lexington Ave	NW	12	312	154	245	102.6	83.2	75.4	A	A	A
	NE	12	95	100	127	154.5	98.3	92.2	A	A	A
	SW	12	295	206	314	103.6	66.8	85.1	A	A	A
	SE	12	81	63	75	347.6	191.4	300.2	A	A	A
East 125th Street @ Third Ave	NW	12	22	27	30	154.4	100.6	79.8	A	A	A
	NE	12	2	7	4	106.0	55.6	44.4	A	B	B
	SW	12	45	76	83	173.8	78.5	176.5	A	A	A
	SE	12	9	17	12	135.1	53.7	90.7	A	B	A
West 125th Street @ Broadway	NW	12	2	6	4	295.7	506.6	239.3	A	A	A
	NE	12	24	21	34	323.1	434.1	267.8	A	A	A
	SW	12	90	41	111	334.8	403.8	171.0	A	A	A
	SE	12	162	88	213	192.1	295.8	146.5	A	A	A
East 125th Street @ Park Ave (Northbound)	NW	12	18	13	26	47.6	27.3	25.3	B	C	C
	NE	12	60	46	9	118.0	76.9	77.7	A	A	A
	SW	12	43	16	24	619.2	463.7	548.0	A	A	A
	SE	12	13	29	33	69.8	46.8	57.0	A	B	B

Table 3.16-20
2017 No Action Crosswalk Conditions

Intersection	Crosswalk	No Action Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			No Action Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	East	59	115	118	199.1	100.7	96.3	A	A	A
	North	150	337	272	131.4	55.9	70.2	A	B	A
	West	91	121	133	122.5	94.3	83.0	A	A	A
	South	131	256	258	162.0	80.1	80.5	A	A	A
West 125th Street @ Frederick Douglass Blvd	East	90	197	134	223.0	68.0	140.6	A	A	A
	North	206	363	282	85.2	57.9	58.1	A	B	B
	West	61	155	141	283.7	75.9	116.3	A	A	A
	South	174	443	513	101.8	46.5	29.7	A	B	C
West 126th Street @ Adam Clayton Powell Blvd	East	86	104	96	322.1	233.9	185.9	A	A	A
	North	29	28	26	357.0	363.6	1179.5	A	A	A
	West	85	135	85	274.5	170.0	205.3	A	A	A
	South	27	37	29	417.7	309.1	1127.8	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	East	80	78	104	244.0	244.0	179.4	A	A	A
	North	200	354	319	81.8	43.4	48.5	A	B	B
	West	78	203	158	309.2	116.0	150.0	A	A	A
	South	157	497	701	109.5	31.1	20.8	A	C	D
West 124th Street @ Adam Clayton Powell Blvd	East	85	96	122	146.8	143.2	101.8	A	A	A
	North	35	93	71	316.3	96.8	148.3	A	A	A
	West	91	150	138	139.3	89.0	89.9	A	A	A
	South	34	43	29	295.9	189.5	320.1	A	A	A
West 126th Street @ Malcolm X Boulevard	East	121	201	223	150.7	86.4	76.8	A	A	A
	North	29	23	24	441.6	600.8	560.3	A	A	A
	West	207	180	269	75.1	91.3	57.6	A	A	B
	South	41	100	66	347.8	138.4	214.0	A	A	A
West 125th Street @ Malcolm X Boulevard	East	87	156	149	204.8	115.8	116.8	A	A	A
	North	244	398	327	62.8	36.6	45.4	A	C	B
	West	145	327	216	127.1	51.3	80.2	A	B	A
	South	215	373	506	74.2	40.0	28.1	A	B	C

Table 3.16-20 (continued)
2017 No Action Crosswalk Conditions

Intersection	Crosswalk	No Action Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			No Action Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 124th Street @ Malcolm X Boulevard	East	99	107	162	270.9	250.1	160.2	A	A	A
	North	66	112	92	89.8	50.7	61.4	A	B	A
	West	102	102	88	241.4	241.3	278.9	A	A	A
	South	20	28	2	358.5	249.7	3278.8	A	A	A
125th Street @ Fifth Ave	East	46	50	81	296.0	270.6	165.7	A	A	A
	North	135	218	263	96.7	56.4	45.4	A	B	B
	West	67	88	89	190.2	140.7	141.1	A	A	A
	South	177	399	473	70.3	27.0	22.1	A	C	D
East 124th Street @ Madison Ave	East	73	114	99	210.1	130.9	153.2	A	A	A
	North	62	143	90	155.4	63.9	105.1	A	A	A
	West	23	38	42	521.8	315.4	283.0	A	A	A
	South	23	40	46	446.4	251.4	219.1	A	A	A
East 125th Street @ Madison Ave	East	59	107	98	231.4	126.8	137.7	A	A	A
	North	151	226	297	110.1	69.5	49.7	A	A	B
	West	40	55	41	393.7	285.5	383.4	A	A	A
	South	164	341	350	108.8	48.5	47.0	A	B	B
East 125th Street @ Park Ave (Southbound)	East	35	38	34	261.3	239.7	268.4	A	A	A
	North	272	403	285	41.3	25.2	39.0	B	C	C
	West	33	77	50	263.9	107.2	170.3	A	A	A
	South	319	560	413	30.5	15.1	21.0	C	D	D
East 125th Street @ Lexington Ave	East	103	116	141	171.3	144.2	123.1	A	A	A
	North	263	490	480	42.0	19.4	20.0	B	D	D
	West	138	206	216	108.2	72.2	68.7	A	A	A
	South	255	602	292	38.9	13.8	33.9	C	E	C
East 125th Street @ Third Ave	East	182	441	434	105.1	39.8	38.9	A	C	C
	North	396	587	794	643.6	15.5	10.2	A	D	E
	West	55	98	69	420.8	231.4	329.7	A	A	A
	South	235	534	178	39.2	14.7	53.4	C	E	B

Table 3.16-20 (continued)
2017 No Action Crosswalk Conditions

Intersection	Crosswalk	No Action Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			No Action Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ Broadway	East	91	68	112	50.5	72.8	37.9	B	A	C
	North	38	26	39	289.6	440.4	299.8	A	A	A
	West	140	72	174	117.7	85.6	32.9	A	A	C
	South	16	19	26	606.4	479.9	361.4	A	A	A
East 125th Street @ Park Ave (Northbound)	East	70	83	63	116.3	97.9	128.7	A	A	A
	North	265	467	517	39.4	19.3	16.3	C	D	D
	West	63	73	53	140.2	120.2	169.7	A	A	A
	South	369	544	459	28.7	17.2	21.6	C	D	D

3.16.3 FUTURE WITH THE PROPOSED ACTION

This section provides an analysis of transit and pedestrian conditions in the 2017 future with the proposed action. As discussed in Chapter 2.0, “Project Description,” the proposed action is part of a comprehensive City initiative to support the ongoing revitalization of 125th Street, Harlem’s Main Street. The proposed action would provide new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing. The transportation analyses in this EIS address a development program comprised of 26 sites within the proposed rezoning area that could reasonably be constructed by 2017. The analyses in this section focus on the potential for significant adverse impacts to the subway, local bus, and pedestrian modes from new trips related these “projected” development sites. The locations of the projected development sites are shown in Figure 2.0-5 and their anticipated uses are listed in Table 2.0-5 in Chapter 2.0, “Project Description.”

Tables 3.15-5a and 3.15-5b in Chapter 3.15, “Traffic and Parking,” presents the transportation planning assumptions utilized in the travel demand forecast for projected development sites, while Table 3.16-21 shows the total estimated weekday peak hour transit and pedestrian trips generated by the proposed action. The numbers in Table 3.16-21 represent the net change in subway, bus commuter rail and walk-only trips compared to the No Action condition that would result from the proposed action. As shown in Table 3.16-21, a total net increment of 1,193, 1,028 and 1,775 person trips by subway (in and out combined) would be generated by the proposed action in the weekday AM, midday, and PM peak hours, respectively. New person-trips by local bus would total 305, 598 and 793 in the weekday AM, midday, and PM peak hours, respectively, while commuter rail trips by Metro-North via the railroad’s Harlem-125th Street station are expected to total 57 in the AM peak hour, 68 in the midday and 103 in the PM peak hour. The higher overall numbers of transit trips in the PM compared to the AM reflect the higher levels of retail travel demand that would occur in the PM.

Table 3.16-21
Transit and Pedestrian Travel Demand Forecast for the Proposed Action
(Person Trips)

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Subway	371	822	1,193	513	515	1,028	966	809	1,775
Local Bus	123	182	305	298	300	598	390	403	793
Metro-North	23	34	57	34	34	68	46	57	103
Walk	-4	83	79	914	947	1,861	675	743	1,418

The relatively small increase of 79 walk-only trips in the AM peak hour compared to 1,861 in the midday and 1,418 in the PM peak hours reflects in part the anticipated displacement of No Action boutique (local) retail uses by specialty (regional) retail uses in the future with the proposed action. As shown in Tables 3.15-5a and 3.15-5b in Chapter 3.15, “Traffic and

Parking,” boutique retail generates an estimated 3.1 percent of its daily travel demand in the AM peak hour, with an estimated 83 percent of these trips made via the walk mode. By comparison, specialty retail is expected to generate little if any travel demand in the AM, and has a much lower proportion of trips via the walk mode (35 percent).

Subway Service

As noted above, the proposed action would generate a net total of 1,193 and 1,775 new subway trips (in and out combined) during the AM and PM peak hours, respectively. The distribution of these trips among the four subway stations located along the 125th Street corridor is shown in Table 3.16-22. The subway trip assignment estimates were based on the proximity of projected development sites to individual stations and the anticipated demand for the routes serving each station. As shown in Table 3.16-22, the greatest numbers of new subway trips would occur at the 125th Street IRT (2, 3) station, which would experience approximately 679 new trips (entering and exiting the station) in the AM peak hour, and approximately 1,034 in the PM peak hour. The 125th Street IND (A, B, C, D) station would experience approximately 274 and 417 new trips in the AM and PM peak hours, respectively, while the 125th Street IRT (4, 5, 6) station would experience approximately 236 and 319 new subway trips during these peak hours, respectively. The fewest numbers of new subway trips would occur at the 125th Street IRT (1) station which would experience approximately four new trips in the AM peak hour and five in the PM. The relatively low number of project-generated trips at this station reflects its location at Broadway at the far western end of the proposed rezoning area (several long blocks from the nearest projected development site), and the accessibility of alternative west side subway service via the 125th Street IND (A, B, C, D) station at St. Nicholas Avenue and the 125th Street IRT (2, 3) station at Malcolm X Boulevard.

**Table 3.16-22
 Peak Hour Project Increment Subway Trips by Station**

Subway Station	8-9 AM Peak Hour			5-6 PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
125 th Street IRT (1)	2	2	4	4	1	5
125 th Street IRT (2, 3)	403	276	679	532	502	1,034
125 th Street IRT (4, 5, 6)	224	12	236	89	230	319
125 th Street IND (A, B, C, D)	193	81	274	184	233	417
Total	822	371	1,193	809	966	1,775
Note: Numbers shown are entering and exiting the subway stations.						

The *CEQR Technical Manual* typically requires a detailed analysis of a subway station when the incremental increase in peak hour trips totals 200 persons per hour or more. As new subway trips generated by the proposed action in 2017 would exceed this threshold in one or more analyzed peak hours at the 125th Street IND (A, B, C, D), 125th Street IRT (2, 3) and 125th Street IRT (4, 5, 6) subway stations, these stations are analyzed quantitatively in this EIS. The following sections discuss

the effects of trips generated at each analyzed subway station as a result of the proposed action in 2017.

The *CEQR Technical Manual* identifies a significant impact for stairways in terms of the width increment threshold (WIT) needed to restore conditions to their No Action state. Stairways that are substantially degraded in level of service or which experience the formation of extensive queues are classified as significantly impacted. Significant stairway impacts are typically considered to have occurred once the following thresholds are reached; for a With Action LOS D condition, a WIT of six inches or more is considered significant; for an LOS E condition, three inches is considered significant; and for LOS F, a WIT of one inch is considered significant. For stairways operating at LOS A, B or C in the No Action condition, a refined methodology that was used for the *Hudson Yards Rezoning & Development Program GEIS* (June 2004) is employed. This methodology is based on bringing these stairways to an acceptable LOS (v/c ratio of less than 1.00), not to the LOS projected for the No Action condition.

For turnstiles, escalators, and high-wheel exit gates, the *CEQR Technical Manual* defines a significant impact as an increase from a No Action volume-to-capacity ratio of below 1.00 to a v/c ratio of 1.00 or greater. Where a facility is already at a v/c ratio of 1.00 or greater, a 0.01 change in v/c ratio is also considered significant.

125th Street IND (A, B, C, D) Subway Station

The results of the analysis of future 2017 conditions with the proposed action at the 125th Street IND (A, B, C, D) subway station are shown in Table 3.16-23. As shown in Table 3.16-23, fare array N26 and all analyzed stairways would continue to operate below capacity at an acceptable LOS C or better in both the AM and PM peak hours. The proposed action would therefore not result in significant adverse impacts at the 125th Street IND (A, B, C, D) subway station in 2017.

125th Street IRT (2, 3) Subway Station

The results of the analysis of future 2017 conditions with the proposed action at the 125th Street IRT (2, 3) subway station are shown in Table 3.16-24. As shown in Table 3.16-24, all analyzed stairways, and the fare arrays serving the uptown and downtown platforms, would continue to operate at an acceptable LOS A or B in both the AM and PM peak hours. The proposed action would therefore not result in significant adverse impacts at the 125th Street IRT (2, 3) subway station in 2017.

125th Street IRT (4, 5, 6) Subway Station

The results of the analysis of future 2017 conditions with the proposed action at the 125th Street IRT (4, 5, 6) subway station are shown in Table 3.16-25. As shown in Table 3.16-25, analyzed stairway S1 and the station's single fare array would continue to operate with available capacity at LOS C or better in both peak hours. Stairway S2 at the southeast corner of

Table 3.16-23
2017 Future With the Proposed Action Conditions
at the 125th Street IND (A,B,C,D) Subway Station

Stairways																
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	No Build Pk 15 Min Volume	Pk 15 Min Project Increment	Build Pk 15 Min Volume	2017 No Build			2017 Build			Width Increment Threshold in Inches (3)
										PFM (2)	V/C (5)	LOS	PFM (2)	V/C (5)	LOS	
S1	Stairway @ NE Corner St. Nicholas Ave/W.125th St	8-9 AM	5.7	0.8	3.76	564	212	30	242	3.76	0.38	A	4.29	0.43	A	---
		5-6 PM	5.7	0.8	3.76	564	264	63	327	4.68	0.47	A	5.80	0.58	B	---
S2	Stairway @ SE Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	445	38	483	7.73	0.77	C	8.39	0.84	C	---
		5-6 PM	5.8	0.8	3.84	576	433	46	479	7.52	0.75	C	8.32	0.83	C	---
S8	Stairway @ NW Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	206	0	206	3.58	0.36	A	3.58	0.36	A	---
		5-6 PM	5.8	0.8	3.84	576	216	0	216	3.75	0.38	A	3.75	0.38	A	---
S10	Stairway @ SW Corner St. Nicholas Ave/W.125th St	8-9 AM	5.8	0.8	3.84	576	474	17	491	8.23	0.82	C	8.52	0.85	C	---
		5-6 PM	5.8	0.8	3.84	576	348	22	370	6.04	0.60	B	6.42	0.64	B	---

Fare Arrays and Exit Gates											
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	No Build Pk 15 Min Volume	Pk 15 Min Project Increment	Build Pk 15 Min Volume	2017 No Build		2017 Build		
							V/C	LOS	V/C	LOS	
N26	W.125th Street Fare Array 8 entry/exit turnstiles	8-9 AM	3,840	1,418	85	1,503	0.37	B	0.39	B	
		5-6 PM	3,840	1,351	131	1,482	0.35	B	0.39	B	

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Width increment threshold needed to restore processor to No Build conditions.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

* Denotes a significant adverse impact based on CEQR criteria.

Table 3.16-24
2017 Future With the Proposed Action Conditions
at the 125th Street IRT (2,3) Subway Station

Stairways																
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	No Build Pk 15 Min Volume	Pk 15 Min Project Increment	Build Pk 15 Min Volume	2017 No Build			2017 Build			Width Increment Threshold in Inches (3)
										PFM (2)	V/C (5)	LOS	PFM (2)	V/C (5)	LOS	
S1	Downtown Stairway @ SW Corner Lenox Ave/W.125th Street	8-9 AM	6.9	0.8	4.72	708	223	81	304	3.15	0.31	A	4.29	0.43	A	---
		5-6 PM	6.9	0.8	4.72	708	247	42	289	3.49	0.35	A	4.08	0.41	A	---
S2	Uptown Stairway @ SE Corner Lenox Ave/W.125th Street	8-9 AM	6.5	0.8	4.40	660	201	22	223	3.05	0.30	A	3.38	0.34	A	---
		5-6 PM	6.5	0.8	4.40	660	364	79	443	5.52	0.55	B	6.71	0.67	B	---
S3	Downtown Stairway @ NW Corner Lenox Ave/W.125th Street	8-9 AM	6.8	0.8	4.64	696	322	41	363	4.63	0.46	A	5.22	0.52	B	---
		5-6 PM	6.8	0.8	4.64	696	209	123	332	3.00	0.30	A	4.77	0.48	A	---
S4	Uptown Stairway @ NE Corner Lenox Ave/W.125th Street	8-9 AM	5.8	0.8	3.84	576	184	68	252	3.19	0.32	A	4.38	0.44	A	---
		5-6 PM	5.8	0.8	3.84	576	265	79	344	4.60	0.46	A	5.97	0.60	B	---

Fare Arrays and Exit Gates											
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	No Build Pk 15 Min Volume	Pk 15 Min Project Increment	Build Pk 15 Min Volume	2017 No Build		2017 Build		
							V/C	LOS	V/C	LOS	
R-304	Downtown Platform Fare Array 5 entry/exit turnstiles 3 high revolving exit gates	8-9 AM	3,750	549	115	664	0.15	A	0.18	A	
		5-6 PM	3,750	451	171	622	0.12	A	0.17	A	
R-305	Uptown Platform Fare Array 3 entry/exit turnstiles 4 high revolving exit gates	8-9 AM	3,240	381	97	478	0.12	A	0.15	A	
		5-6 PM	3,240	632	152	784	0.20	B	0.24	B	

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Width increment threshold needed to restore processor to No Build conditions.

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

* Denotes a significant adverse impact based on CEQR criteria.

Table 3.16-25
2017 Future With the Proposed Actions Conditions
at the 125th Street IRT (4,5,6) Subway Station

Stairways																
No.	Station Element/Location	Peak Period	Actual Width in Feet	Friction Factor (1)	Effective Width in Feet (1)	Maximum 15 Minute Capacity (2)	No Build Pk 15 Min Volume	Pk 15 Min Project Increment	Build Pk 15 Min Volume	2017 No Build			2017 Build			Width Increment Threshold in Inches (3)
										PFM (2)	V/C (5)	LOS	PFM (2)	V/C (5)	LOS	
S1	Stairway @ SW Corner Lexington Ave/E.125th St	8-9 AM	5.7	0.8	3.76	564	464	20	484	8.23	0.82	C	8.58	0.86	C	---
		5-6 PM	5.7	0.8	3.76	564	483	46	529	8.56	0.86	C	9.38	0.94	C	---
S2	Stairway @ SE Corner Lexington Ave/E.125th St	8-9 AM	5.8	0.8	3.84	576	442	36	478	7.67	0.77	C	8.30	0.83	C	---
		5-6 PM	5.8	0.8	3.84	576	549	41	590	9.53	0.95	C	10.24	1.02	D	1.12 < 6
S3	Stairway @ NW Corner Lexington Ave/E.125th St	8-9 AM	5.8	0.8	3.84	576	613	18	631	10.64	1.06	D	10.95	1.10	D	1.35 < 6
		5-6 PM	5.8	0.8	3.84	576	532	12	544	9.24	0.92	C	9.44	0.94	C	---
S4	Stairway @ NE Corner Lexington Ave/E.125th St	8-9 AM	5.9	0.8	3.92	588	736	0	736	12.52	1.25	D	12.52	1.25	D	0.00 < 6
		5-6 PM	5.9	0.8	3.92	588	911	0	911	15.49	1.55	E	15.49	1.55	E	0.00 < 3

Fare Arrays and Exit Gates											
No.	Station Element/Location	Peak Period	Maximum 15 Minute Capacity (4)	No Build Pk 15 Min Volume	Pk 15 Min Project Increment	Build Pk 15 Min Volume	2017 No Build		2017 Build		
							V/C	LOS	V/C	LOS	
R-258	W.125th Street Fare Array 9 entry/exit turnstiles 2 high revolving exit gates	8-9 AM 5-6 PM	5,220 5,220	2,359 2,591	74 99	2,433 2,690	0.45 0.50	C C	0.47 0.52	C C	

Notes:

(1) Effective width measured as stairwell width less one foot to account for side handrails. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.

(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM).

(3) Width increment threshold needed to restore processor to No Build conditions (or an acceptable LOS if the No Build is LOS A, B or C).

(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entry/exit turnstiles, and 30 ppm for high revolving exit gates as per NYCT guidelines.

(5) Stairway LOS - v/c ratio relationship:

LOS	V/C Ratio
A	0.00 - 0.50
B	0.51 - 0.70
C	0.71 - 1.00
D	1.01 - 1.30
E	1.31 - 1.70
F	>1.71

* Denotes a significant adverse impact based on CEQR criteria.

Lexington Avenue and East 125th Street would operate at LOS C in the AM peak hour, but fall from LOS C and a v/c ratio of 0.95 to LOS D and a v/c ratio of 1.02 in the PM peak hour. As the width increment threshold required to return this stairway to an acceptable level of service (a v/c ratio of less than 1.00) would total 1.12 inches, below the *CEQR Technical Manual* impact threshold of six inches for LOS D, this stairway would not be considered significantly adversely impacted.

Stairway S3 at the northwest corner of Lexington Avenue and East 125th Street would operate at LOS D with a v/c ratio of 1.10 in the AM, compared to LOS D with a v/c ratio of 1.06 under 2017 No Action conditions. Under both No Action and With Action conditions, this stairway would therefore be operating slightly over its practical capacity in the AM. However, as shown in Table 3.16-25, the width increment threshold needed to restore conditions to the No Action state would be 1.35 inches, below the *CEQR Technical Manual* impact threshold of six inches for LOS D. Stairway S3 would therefore not be significantly adversely impacted under *CEQR Technical Manual* criteria. Stairway S4 would be operating at LOS D with a v/c ratio of 1.25 in the AM peak hour and LOS E with a v/c ratio of 1.55 in the PM, unchanged from the No Action condition. The proposed action would therefore not result in significant adverse impacts at any stairway or fare array at the 125th Street IRT (4, 5, 6) subway station in 2017.

Line Haul

As shown in Table 3.16-21, in 2017 the proposed action would generate a net total of approximately 371 subway trips inbound to the proposed rezoning area and 822 trips outbound in the AM peak hour, and 966 inbound and 809 outbound trips by subway in the PM peak hour. These trips would be distributed among the various subway routes serving the proposed rezoning area both to and from the north (upper Manhattan and the Bronx) and to and from the south (the Manhattan CBD, Brooklyn and Queens). The assignment of trips to each route was based on the proximity of projected development sites to individual stations, and existing ridership patterns.

Table 3.16-26 shows the results of the analysis of subway line haul conditions at the maximum load point on each route in the 2017 future with the proposed action. As shown in Table 3.16-26, in the AM peak hour, southbound IRT (2, 3, 4, 5 and 6) trains would all operate over capacity with v/c ratios of 1.05, 1.06, 1.12, 1.13 and 1.11, respectively. This compares to 1.04, 1.05, 1.11, 1.12 and 1.11, respectively in the future without the proposed action. Southbound IRT (1) and IND (A) trains would continue to operate close to capacity with v/c ratios of 0.94 and 0.96, respectively, compared to 0.94 and 0.96, respectively in the No Action condition. All other analyzed routes would operate below capacity in the AM peak hour with a v/c ratio of 0.91 or less in the peak southbound direction.

In the PM peak hour, northbound 4 trains would continue to operate at capacity with a v/c ratio of 1.01 in the future with the proposed action, unchanged from the No Action condition. Northbound IRT (2) trains would also operate essentially at capacity with a v/c ratio of 0.99 compared to 0.97 in the No Action condition, while northbound IRT (5 and 6) trains would operate with v/c ratios of 0.92 and 0.93, respectively, compared to 0.91 and 0.93, respectively in the No Action condition. All other analyzed routes would continue to operate below capacity

with a v/c ratio of less than 0.90 in the peak northbound direction in the PM peak hour in the future with the proposed action.

Under *CEQR Technical Manual* criteria, any increases in load levels that remain within practical capacity limits are generally not considered significant impacts. (Guideline capacities established by NYC Transit were used for the analyses. These are 110 passengers/car for a 51-foot subway car, 145 passengers/car for a 60-foot car, and 175 passengers/car for a 75-foot car.) Projected increases from a No Action condition to a With Action condition that exceed practical capacity may be considered significant impacts if the proposed action generates five or more additional passengers per car. As demonstrated by the analysis shown in Table 3.16-26, the proposed action is expected to add no more than 2.1 additional peak direction passengers per car to any of the subway routes serving the proposed rezoning area in either the AM and PM peak hours. As this is below the *CEQR Technical Manual* impact threshold of five passengers per car, no significant impacts to peak direction subway line haul service are expected to result from implementation of the proposed action in 2017.

Bus Service

As shown in Table 3.16-21, the proposed action would generate approximately 123 new inbound trips and 182 new outbound trips by local bus in the AM peak hour and 390 inbound and 403 outbound in the PM peak hour. These trips were assigned to the maximum load points of each of the 18 NYCT bus routes serving the proposed rezoning area based on existing demand patterns and the proximity of individual projected development sites to each route and its maximum load point. Table 3.16-27 shows the resulting conditions on these local bus routes at the maximum load points in the 2017 future with the proposed action. As shown in Table 3.16-27, the proposed action would add up to 32 peak direction passengers to each bus route in the AM peak hour, and up to 73 peak direction passengers in the PM peak hour. With this added demand, southbound Bx15 buses would be operating at capacity in the AM peak hour. In the PM peak hour, project generated trips would result in capacity shortfalls of 41 spaces on northbound M60 buses, five spaces on the northbound M100, and 47 spaces on the northbound Bx15. This compares to surpluses of 21, 34 and 26 spaces on these routes, respectively, in the future without the proposed action. All other analyzed bus routes would continue to operate with available capacity at their maximum load points in the peak direction in each peak hour in the 2017 future with the proposed action.

According to current NYCT guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant adverse impact as it would necessitate the addition of more bus service along that route. Based on this standard, northbound M60, M100 and Bx15 service would be significantly adversely impacted by project-generated demand in the PM peak hour in 2017. As discussed below in the section on Mitigation, as standard practice, NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service

Table 3.16-26
2017 Future with the Proposed Action Subway Line Haul Conditions

Peak Hour	Route	Peak Direction	Trains per Hour (1)	Cars per Hour (1)	Peak Hour Capacity (2)	2017 No Action		2017 Action		
						Passengers per Hour (3)	V/C Ratio (4)	Passengers per Hour	V/C Ratio (4)	Avg. Added Passengers per Car
AM	1	Southbound	19	190	20,900	19,734	0.94	19,736	0.94	0.0
	2	Southbound	12	120	13,200	13,693	1.04	13,871	1.05	1.5
	3	Southbound	11	110	12,100	12,717	1.05	12,881	1.06	1.5
	4	Southbound	14	140	15,400	17,159	1.11	17,219	1.12	0.4
	5	Southbound	13	130	14,300	16,041	1.12	16,099	1.13	0.4
	6	Southbound	24	240	26,400	29,229	1.11	29,336	1.11	0.4
	A	Southbound	10	80	14,000	13,395	0.96	13,466	0.96	0.9
	B	Southbound	7	70	10,150	6,400	0.63	6,435	0.63	0.5
PM	C	Southbound	6	48	6,960	6,285	0.90	6,320	0.91	0.7
	D	Southbound	9	72	12,600	9,801	0.78	9,854	0.78	0.7
	1	Northbound	17	170	18,700	15,573	0.83	15,574	0.83	0.0
	2	Northbound	12	120	13,200	12,815	0.97	13,070	0.99	2.1
	3	Northbound	10	100	11,000	8,814	0.80	8,990	0.82	1.8
	4	Northbound	14	140	15,400	15,561	1.01	15,630	1.01	0.5
	5	Northbound	14	140	15,400	14,042	0.91	14,106	0.92	0.5
	6	Northbound	21	210	23,100	21,470	0.93	21,566	0.93	0.5
PM	A	Northbound	10	80	14,000	9,383	0.67	9,467	0.68	1.1
	B	Northbound	7	70	10,150	4,693	0.46	4,735	0.47	0.6
	C	Northbound	6	48	6,960	2,872	0.41	2,897	0.42	0.5
	D	Northbound	9	72	12,600	9,128	0.72	9,209	0.73	1.1

Notes:

- (1) Based on Spring and Fall 2005 schedule and ridership data provided by NYC Transit.
- (2) Capacity based on NYC Transit guideline capacities of 110 passengers/car for 51' cars, 145 passengers/car for 60' cars and 175 passengers/car for 75' cars. Guideline capacity for each route is based on the capacity of the predominant car type.
- (3) Based on 2005 NYCT ridership data increased by 0.5 percent/year background growth for the 2005 - 2017 period plus demand from No Build development sites.

Table 3.16-27
2017 Future With the Proposed Action Local Bus Conditions

Peak Hour (1)	Route	Peak Direction	Maximum Load Point	Peak Hour Buses (2)	No Build Available Capacity (3)	Project Increment	Available Capacity w/Proposed Project (3)	Notes
AM	M1	SB	5th Ave & 72nd St	15	332	13	319	(5)
	M2	SB	W.110th St & A. C. Powell Blvd	8	183	11	172	
	M3	SB	5th Ave & 72nd St	8	162	3	159	
	M4	SB	5th Ave & 72nd St	16	542	4	538	(5)
	M7	SB	Columbus Ave & W.79th St	8	65	9	56	
	M10	SB	F. Douglass Blvd & W.125th St	7	132	8	124	
	M11	SB	Columbus Ave & W.66th St	8	76	1	75	
	M15	SB	2nd Ave & E.72nd St	23	543	9	534	(4,5)
	M18	SB	Convent Ave & W.125th St	3	150	0	150	
	M35	WB	Wards Island	8	76	0	76	
	M60	WB	W.125th St & Lenox Ave	7	71	32	39	
	M98	SB	Lexington Ave & E.86th St	9	107	7	100	
	M100	SB	Amsterdam Ave & W.129th St	8	152	10	142	
	M101	SB	W.125th St & St. Nicholas Ave	10	278	17	261	(4)
	M102	SB	Lexington Ave & E.72nd St	5	145	5	140	
	M103	SB	Lexington Ave & E.72nd St	5	226	5	221	
	M104	SB	Broadway & W.61st St	7	141	1	140	
Bx15	SB	3rd Ave & 149th St	9	27	27	0		
PM	M1	NB	Madison Ave & E.96th St	13	418	28	390	(5)
	M2	NB	Madison Ave & E.96th St	9	207	26	181	
	M3	NB	Madison Ave & E.96th St	8	221	7	214	
	M4	NB	Madison Ave & E.96th St	14	468	4	464	(5)
	M7	NB	Amsterdam & W.99th St	8	128	27	101	
	M10	NB	F. Douglass Blvd & W.125th St	7	145	27	118	
	M11	NB	Amsterdam & W.99th St	6	93	3	90	
	M15	NB	1st Ave & E.57th St	18	447	9	438	(4,5)
	M18	NB	Convent Ave & W.125th St	2	91	1	90	
	M35	EB	Wards Island	5	101	3	98	
	M60	EB	E.125th St & Park Ave	6	21	62	-41	*
	M98	NB	3rd Ave & E.72nd St	7	79	10	69	
	M100	NB	Amsterdam & W.129th St	8	34	39	-5	*
	M101	NB	E.125th St & 3rd Ave	10	205	42	163	(4)
	M102	NB	3rd Ave & E.60th St	6	246	13	233	(4)
	M103	NB	3rd Ave & E.60th St	6	167	10	157	(4)
	M104	NB	W.42nd St & Broadway	10	161	2	159	
Bx15	NB	3rd Ave & 149th St	11	26	73	-47	*	

Notes:

- (1) Peak hours: weekday 8-9 AM and 5-6 PM.
- (2) Assumes service levels adjusted to address capacity shortfalls in the No Build condition. No adjustments necessary for 2010.
- (3) Available capacity based on MTA NYCT loading guidelines of 65 passengers per standard bus unless otherwise noted.
- (4) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.
- (5) Combined local and limited service.

* Denotes a significant adverse impact based on current NYC Transit guidelines.

criteria, within fiscal and operating constraints. Therefore, no mitigation is proposed for the potential PM peak hour impacts to northbound M60, M100 and Bx15 service.

Commuter Rail

As shown in Table 3.16-21, by 2017, the proposed action would generate an estimated 23 inbound and 34 outbound trips by commuter rail in the weekday AM peak hour and 46 inbound and 57 outbound in the PM peak hour. It is anticipated that all of these trips would utilize Metro-North's Harlem-125th Street station at 125th Street and Park Avenue, and would be distributed among the four stairways providing access between the street level and the station's two platforms based on their direction of travel. Most new commuter rail trips would likely travel to and from the station via the walk and local bus modes. The analyses of pedestrian and local bus conditions therefore reflect these trips, which would be concentrated on sidewalks along 125th Street and on the M60, M100, M101 and Bx15 bus routes which traverse the 125th Street corridor.

Pedestrians

The proposed action would generate new pedestrian demand on analyzed sidewalks, corner areas and crosswalks by 2017. This new demand would include trips made solely by walking, as well as pedestrian trips en route to and from subway station entrances, bus stops and Metro-North's Harlem-125th Street station. As shown in Table 3.16-21, the proposed action is expected to generate a net total of 79 walk-only trips in the AM peak hour, 1,861 in the midday and 1,418 in the PM peak hour. (As discussed previously, the relatively small increase in walk-only trips in the AM peak hour compared to the midday and PM peak hours reflects in part the anticipated displacement of No Action boutique retail uses by specialty retail uses with lower AM peak hour travel demand in the future with the proposed action.) Trips en route to and from area subway stations, bus stops and Metro-North would account for an additional 1,532, 1,694 and 2,671 new pedestrian trips during the AM, midday and PM peak hours, respectively.

Pedestrian trips generated by the proposed action are expected to be widely distributed due to the dispersed locations of the projected development sites within the proposed rezoning area. Much of the new demand would occur on sidewalks along 125th Street, which is the area's primary commercial and retail corridor and which would provide access between projected development sites and area transit services, including subway stations, bus stops and Metro-North. New pedestrian trips resulting from the proposed action are expected to be most concentrated along West 125th Street between Fifth Avenue and Frederick Douglass Boulevard, especially along the sidewalks on the north side of the street where up to 138 new trips would occur in the peak 15-minutes in the AM peak hour, 365 in the midday, and 380 in the PM peak hour. New demand along sidewalks on the south side of West 125th Street would typically be lower (up to 99 new trips in the peak 15-minutes in each peak hour), and would actually decrease along some sidewalk segments compared to No Action conditions due to the displacement of No Action commercial and retail uses by residential uses under the proposed action. Smaller numbers of new pedestrian trips would be generated on sidewalks along the north-south avenues than would occur on east-west sidewalks along 125th Street. The highest increases in north-south pedestrian

volumes would occur on sidewalks along Adam Clayton Powell Jr. Boulevard north of West 125th Street where up to 106 new trips are anticipated in the peak 15-minutes in each peak hour.

For sidewalks outside of the Manhattan CBD (the area of Manhattan below 60th Street) and downtown Brooklyn, *CEQR Technical Manual* criteria define a significant adverse impact to have occurred when the flow rate increases by two or more pedestrians per foot per minute (PFM) over No Action conditions characterized by flow rates over 13 PFM (mid-LOS D). Increments of one PFM may be perceptible, but not necessarily significant impacts.

As shown in Table 3.16-28, in the future with the proposed action, all analyzed sidewalks would continue to operate at an acceptable LOS C or better under platoon conditions in all peak hours with the exception of the south sidewalk on West 126th Street east of Malcolm X Boulevard which would operate at LOS D in the midday, and the north sidewalk on East 125th Street east of Lexington Avenue which would operate at LOS D in the midday and PM. However, as these and all other analyzed sidewalks would continue to operate with flow rates of less than 13 PFM in all peak hours, no significant adverse sidewalk impacts are anticipated to result from the proposed action.

For crosswalk and corner areas outside of the Manhattan CBD and downtown Brooklyn, *CEQR Technical Manual* criteria define a significant adverse impact as a decrease in pedestrian space of one or more square feet per pedestrian when the No Action condition has an average occupancy under 20 square feet per pedestrian (mid-LOS D). Increments of one square foot or more applied to No Action conditions within LOS D or any deterioration from LOS C or better to LOS D may be perceptible, but not necessarily significant impacts.

As shown in Table 3.16-29, with implementation of the proposed action, all analyzed corner areas would continue to operate at an acceptable LOS C or better in all peak hours, and no significant adverse impacts to corner areas are anticipated. However, as shown in Table 3.16-30, based on the *CEQR Technical Manual* criteria, three analyzed crosswalks along East 125th Street would be significantly adversely impacted in the midday peak hour by project generated pedestrian demand. These include the south crosswalk at southbound Park Avenue which would deteriorate from LOS D (15.12 sq-ft/ped) to LOS E (14.0 sq-ft/ped); the north crosswalk at Third Avenue which would deteriorate from LOS D (15.5 sq-ft) to LOS E (13.9 sq-ft/ped); and the south crosswalk at Third Avenue which would continue to operate at LOS E but with 13.4 sq-ft/ped compared to 14.7 sq-ft/ped in the No Action. Potential mitigation for these significant adverse crosswalk impacts is discussed below in Section 3.16.7, "Mitigation."

**Table 3.16-28
2017 With Action Sidewalk Conditions**

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	1	10.0	204	136	204	1.36	0.91	1.36	A	A	A	B	B	B
	2	17.0	283	326	372	1.11	1.28	1.46	A	A	A	B	B	B
	3	11.0	205	266	321	1.24	1.61	1.95	A	A	A	B	B	B
	4	16.0	316	486	500	1.32	2.03	2.09	A	A	A	B	B	B
	5	10.0	244	211	301	1.63	1.40	2.01	A	A	A	B	B	B
	6	16.0	351	363	518	1.46	1.51	2.16	A	A	A	B	B	B
	7	11.0	225	203	243	1.36	1.23	1.47	A	A	A	B	B	B
	8	7.0	240	309	395	2.28	2.94	3.76	A	A	A	B	B	C
West 125th Street @ Frederick Douglass Blvd	1	17.0	51	103	162	0.20	0.40	0.63	A	A	A	A	A	B
	2	17.0	287	509	495	1.12	2.00	1.94	A	A	A	B	B	B
	3	17.0	76	144	182	0.30	0.56	0.71	A	A	A	A	B	B
	4	17.0	250	651	464	0.98	2.55	1.82	A	A	A	B	B	B
	5	17.0	53	136	113	0.21	0.53	0.44	A	A	A	A	B	A
	6	17.0	227	500	552	0.89	1.96	2.17	A	A	A	B	B	B
	7	13.0	82	145	207	0.42	0.74	1.06	A	A	A	A	B	B
	8	17.0	238	513	667	0.93	2.01	2.61	A	A	A	B	B	B
West 126th Street @ Adam Clayton Powell Blvd	1	22.0	88	124	89	0.27	0.38	0.27	A	A	A	A	A	A
	2	12.0	8	2	4	0.05	0.01	0.02	A	A	A	A	A	A
	3	20.0	101	156	156	0.34	0.52	0.52	A	A	A	A	B	B
	4	12.0	24	12	10	0.13	0.07	0.05	A	A	A	A	A	A
	5	8.0	85	180	180	0.71	1.50	1.50	A	A	A	B	B	B
	6	22.0	21	62	44	0.06	0.19	0.13	A	A	A	A	A	A
	7	22.0	80	204	138	0.24	0.62	0.42	A	A	A	A	B	A
	8	12.0	19	44	26	0.10	0.24	0.14	A	A	A	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	1	21.5	80	206	133	0.25	0.64	0.41	A	A	A	A	B	A
	2	17.0	218	588	490	0.86	2.31	1.92	A	A	A	B	B	B
	3	18.0	49	118	112	0.18	0.44	0.42	A	A	A	A	A	A
	4	17.0	230	576	500	0.90	2.26	1.96	A	A	A	B	B	B
	5	19.0	119	194	168	0.42	0.68	0.59	A	A	A	A	B	B
	6	17.0	223	469	660	0.87	1.84	2.59	A	A	A	B	B	B
	7	22.0	146	389	324	0.44	1.18	0.98	A	A	A	A	B	B
	8	17.0	139	398	624	0.54	1.56	2.45	A	A	A	B	B	B

Table 3.16-28 (continued)
2017 With Action Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
West 124th Street @ Adam Clayton Powell Blvd	1	21.0	70	126	118	0.22	0.40	0.37	A	A	A	A	A	A
	2	12.0	3	50	37	0.02	0.28	0.21	A	A	A	A	A	A
	3	16.5	116	241	165	0.47	0.98	0.67	A	A	A	A	B	B
	4	11.5	55	102	38	0.32	0.59	0.22	A	A	A	A	B	A
	5	17.5	119	209	251	0.46	0.79	0.96	A	A	A	A	B	B
	6	11.5	27	55	29	0.16	0.32	0.17	A	A	A	A	A	A
	7	8.0	69	148	138	0.58	1.24	1.15	A	A	A	B	B	B
	8	10.0	31	94	50	0.21	0.63	0.33	A	A	A	A	B	A
West 126th Street @ Malcolm X Blvd	1	26.0	218	221	292	0.56	0.57	0.75	A	A	A	B	B	B
	2	12.0	20	23	28	0.11	0.13	0.16	A	A	A	A	A	A
	3	28.0	118	201	233	0.28	0.48	0.56	A	A	A	A	A	B
	4	9.0	29	12	13	0.22	0.09	0.09	A	A	A	A	A	A
	5	7.0	117	200	274	1.11	1.91	2.61	A	A	A	B	B	B
	6	1.0	42	97	71	2.81	6.47	4.76	A	B	A	B	D	C
	7	32.0	238	257	302	0.50	0.54	0.63	A	A	A	A	B	B
	8	16.0	41	96	71	0.17	0.40	0.29	A	A	A	A	A	A
West 125th Street @ Malcolm X Blvd	1	23.0	185	298	267	0.54	0.86	0.77	A	A	A	B	B	B
	2	18.0	516	996	986	1.91	3.69	3.65	A	A	A	B	C	C
	3	23.0	163	193	229	0.47	0.56	0.66	A	A	A	A	B	B
	4	17.0	325	635	575	1.27	2.49	2.25	A	A	A	B	B	B
	5	23.0	153	253	252	0.44	0.73	0.73	A	A	A	A	B	B
	6	17.0	250	535	616	0.98	2.10	2.42	A	A	A	B	B	B
	7	21.0	156	255	268	0.50	0.81	0.85	A	A	A	A	B	B
	8	16.0	208	389	571	0.87	1.62	2.38	A	A	A	B	B	B
West 124th Street @ Malcolm X Blvd	1	26.0	59	209	200	0.15	0.54	0.51	A	A	A	A	B	B
	2	11.0	59	83	52	0.36	0.50	0.31	A	A	A	A	B	A
	3	32.0	141	219	184	0.29	0.46	0.38	A	A	A	A	A	A
	4	10.0	75	147	102	0.50	0.98	0.68	A	A	A	A	B	B
	5	32.0	125	148	185	0.26	0.31	0.39	A	A	A	A	A	A
	6	10.0	21	30	28	0.14	0.20	0.19	A	A	A	A	A	A
	7	34.0	110	147	88	0.22	0.29	0.17	A	A	A	A	A	A
	8	12.0	61	65	6	0.34	0.36	0.03	A	A	A	A	A	A

Table 3.16-28 (continued)
2017 With Action Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
125th Street @ Fifth Ave	1	27.0	86	112	96	0.21	0.28	0.24	A	A	A	A	A	A
	2	18.0	240	457	443	0.89	1.69	1.64	A	A	A	B	B	B
	3	22.0	26	17	20	0.08	0.05	0.06	A	A	A	A	A	A
	4	16.0	138	275	332	0.58	1.15	1.38	A	A	A	B	B	B
	5	27.0	30	19	32	0.08	0.05	0.08	A	A	A	A	A	A
	6	17.0	210	462	569	0.82	1.81	2.23	A	A	A	B	B	B
	7	27.0	104	146	104	0.26	0.36	0.26	A	A	A	A	A	A
	8	16.0	177	422	464	0.74	1.76	1.93	A	A	A	B	B	B
East 124th Street @ Madison Ave	1	10.0	25	61	68	0.17	0.41	0.46	A	A	A	A	A	A
	2	5.0	61	133	138	0.82	1.78	1.84	A	A	A	B	B	B
	3	10.0	74	92	76	0.50	0.61	0.51	A	A	A	A	B	B
	4	10.0	76	211	156	0.51	1.41	1.04	A	A	A	B	B	B
	5	6.0	80	126	102	0.89	1.40	1.13	A	A	A	B	B	B
	6	12.0	23	42	37	0.13	0.23	0.21	A	A	A	A	A	A
	7	8.0	34	24	45	0.28	0.20	0.38	A	A	A	A	A	A
	8	8.0	36	55	58	0.30	0.46	0.48	A	A	A	A	A	A
East 125th Street @ Madison Ave	1	20.0	21	26	33	0.07	0.09	0.11	A	A	A	A	A	A
	2	21.0	196	276	338	0.62	0.87	1.07	A	A	A	B	B	B
	3	15.0	97	123	175	0.43	0.54	0.78	A	A	A	A	B	B
	4	17.0	255	483	536	1.00	1.89	2.10	A	A	A	B	B	B
	5	10.0	35	100	74	0.23	0.67	0.50	A	A	A	A	B	A
	6	18.0	230	551	534	0.85	2.04	1.98	A	A	A	B	B	B
	7	4.0	55	61	59	0.91	1.02	0.98	A	A	A	B	B	B
	8	17.0	168	381	432	0.66	1.49	1.69	A	A	A	B	B	B
East 125th Street @ Park Ave (Southbound)	1	10.5	59	192	135	0.37	1.22	0.86	A	A	A	A	B	B
	2	10.5	299	428	441	1.90	2.72	2.80	A	A	A	B	B	B
	3	7.5	18	4	11	0.16	0.04	0.09	A	A	A	A	A	A
	4	17.0	323	469	534	1.27	1.84	2.09	A	A	A	B	B	B
	5					no sidewalk at this location								
	6*	45.0	322	543	650	0.48	0.80	0.96	A	A	A	A	B	B
	7	13.0	102	154	132	0.52	0.79	0.68	A	A	A	B	B	B
	8	17.0	284	596	615	1.11	2.34	2.41	A	A	A	B	B	B

* Sidewalk width measured from curb to Metro-North access stairs.

Table 3.16-28 (continued)
2017 With Action Sidewalk Conditions

Intersection	Location	Effective Width	Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Average Flow Level of Service			Platoon-Adjusted Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
East 125th Street @ Lexington Ave	1	8.5	368	187	324	2.89	1.47	2.54	A	A	A	B	B	B
	2	17.0	228	418	530	0.89	1.64	2.08	A	A	A	B	B	B
	3	8.0	242	278	312	2.01	2.31	2.60	A	A	A	B	B	B
	4	8.0	552	817	1003	4.60	6.81	8.36	A	B	C	C	D	D
	5	24.0	98	172	192	0.27	0.48	0.53	A	A	A	A	A	B
	6	16.0	254	560	628	1.06	2.33	2.62	A	A	A	B	B	B
	7	9.0	237	216	321	1.75	1.60	2.38	A	A	A	B	B	B
	8	17.0	511	684	823	2.01	2.68	3.23	A	A	A	B	B	C
East 125th Street @ Third Ave	1	12.0	71	113	101	0.39	0.63	0.56	A	A	A	A	B	B
	2	22.0	374	560	611	1.13	1.70	1.85	A	A	A	B	B	B
	3	13.0	32	74	65	0.16	0.38	0.33	A	A	A	A	A	A
	4	17.0	282	280	477	1.11	1.10	1.87	A	A	A	B	B	B
	5	12.0	57	113	105	0.32	0.63	0.59	A	A	A	A	B	B
	6	17.0	158	258	255	0.62	1.01	1.00	A	A	A	B	B	B
	7	12.0	119	222	197	0.66	1.23	1.09	A	A	A	B	B	B
	8	17.0	275	584	589	1.08	2.29	2.31	A	A	A	B	B	B
West 125th Street @ Broadway	1	15.5	70	96	84	0.30	0.41	0.36	A	A	A	A	A	A
	2	11.5	34	62	52	0.20	0.36	0.30	A	A	A	A	A	A
	3	14.5	126	112	175	0.58	0.51	0.80	A	A	A	B	B	B
	4	11.5	69	84	90	0.40	0.49	0.52	A	A	A	A	A	B
	5	14.5	267	224	329	1.23	1.03	1.51	A	A	A	B	B	B
	6	12.0	189	175	249	1.05	0.97	1.38	A	A	A	B	B	B
	7	8.0	264	161	204	2.20	1.34	1.70	A	A	A	B	B	B
	8	12.0	17	22	26	0.09	0.12	0.15	A	A	A	A	A	A
East 125th Street @ Park Ave (Northbound)	1	2.5	16	3	8	0.42	0.08	0.22	A	A	A	A	A	A
	2	14.0	166	311	386	0.79	1.48	1.84	A	A	A	B	B	B
	3	12.0	117	159	82	0.65	0.88	0.46	A	A	A	B	B	A
	4	13.5	328	518	587	1.62	2.56	2.90	A	A	A	B	B	B
	5	8.0	44	104	112	0.36	0.87	0.93	A	A	A	A	B	B
	6	13.5	399	642	709	1.97	3.17	3.50	A	A	A	B	C	C
	7								no sidewalk at this location					
	8*	45.0	312	509	550	0.46	0.75	0.81	A	A	A	A	B	B

* Sidewalk width measured from curb to Metro-North access stairs.

Table 3.16-29
2017 With Action Corner Conditions

Intersection	Corner	Curb Radii (feet)	Peak 15-Minute Volume			Average Pedestrian Space (sq-ft/ped)			Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	NW	12	149	73	147	199.6	136.8	137.5	A	A	A
	NE	12	234	203	286	169.7	110.3	108.8	A	A	A
	SW	12	149	136	181	207.3	93.5	129.4	A	A	A
	SE	12	284	227	339	149.6	112.7	95.6	A	A	A
West 125th Street @ Frederick Douglass Blvd	NW	12	51	89	119	247.0	125.4	133.4	A	A	A
	NE	12	26	105	74	244.0	113.6	144.1	A	A	A
	SW	12	73	102	135	253.0	120.4	91.8	A	A	A
	SE	12	17	32	52	275.0	123.5	102.6	A	A	A
West 126th Street @ Adam Clayton Powell Blvd	NW	12	5	5	4	700.8	451.1	621.0	A	A	A
	NE	12	11	5	7	591.3	375.6	413.9	A	A	A
	SW	12	12	28	22	644.8	354.9	481.4	A	A	A
	SE	12	1	2	1	628.1	340.6	387.3	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	NW	12	39	113	59	306.5	117.3	145.9	A	A	A
	NE	12	16	74	52	302.7	134.7	151.2	A	A	A
	SW	12	13	78	74	461.8	133.6	100.7	A	A	A
	SE	12	58	83	79	294.9	123.3	86.5	A	A	A
West 124th Street @ Adam Clayton Powell Blvd	NW	12	-9	7	4	722.4	303.5	343.7	A	A	A
	NE	12	44	46	12	346.1	191.5	220.4	A	A	A
	SW	12	3	6	4	204.8	120.4	134.0	A	A	A
	SE	12	33	38	23	380.6	242.5	254.0	A	A	A
West 126th Street @ Malcolm X Boulevard	NW	12	8	15	13	345.0	351.3	259.5	A	A	A
	NE	12	4	8	8	534.8	331.0	318.5	A	A	A
	SW	12	20	29	22	501.1	381.5	347.2	A	A	A
	SE	12	3	11	15	168.9	77.9	84.7	A	A	A
West 125th Street @ Malcolm X Boulevard	NW	12	283	356	433	196.7	113.5	118.6	A	A	A
	NE	12	108	144	178	252.4	146.4	150.5	A	A	A
	SW	12	117	114	199	248.7	160.4	133.1	A	A	A
	SE	12	132	172	242	261.3	178.4	132.9	A	A	A
West 124th Street @ Malcolm X Boulevard	NW	12	5	60	33	890.6	280.6	352.3	A	A	A
	NE	12	47	48	33	437.9	322.8	314.5	A	A	A
	SW	12	26	21	3	745.1	636.8	926.0	A	A	A
	SE	12	7	5	7	915.5	538.2	490.8	A	A	A

Table 3.16-29 (continued)
2017 With Action Corner Conditions

Intersection	Corner	Curb Radii (feet)	Peak 15-Minute Volume			Average Pedestrian Space (sq-ft/ped)			Level of Service		
			AM	MD	PM	AM	MD	PM	AM	MD	PM
125th Street @ Fifth Ave	NW	12	43	61	50	456.3	251.7	247.3	A	A	A
	NE	12	9	16	12	504.7	279.0	243.0	A	A	A
	SW	12	32	69	42	402.0	199.0	172.9	A	A	A
	SE	12	12	13	8	514.1	266.6	200.8	A	A	A
East 124th Street @ Madison Ave	NW	15	7	13	26	120.7	52.7	65.9	A	B	A
	NE	15	15	17	9	174.5	88.5	119.7	A	A	A
	SW	15	11	7	11	154.1	91.2	80.5	A	A	A
	SE	15	11	13	7	525.9	318.9	348.7	A	A	A
East 125th Street @ Madison Ave	NW	12	34	23	32	516.5	330.4	278.9	A	A	A
	NE	12	32	42	52	290.4	172.2	146.7	A	A	A
	SW	12	15	33	34	97.0	45.1	45.3	A	B	B
	SE	12	50	46	30	213.6	95.5	97.0	A	A	A
East 125th Street @ Park Ave (Southbound)	NW	12	7	5	5	164.4	97.1	145.3	A	A	A
	NE	12	32	38	62	177.6	119.9	153.6	A	A	A
	SW	12	13	51	43	165.1	82.0	109.9	A	A	A
	SE	12	0	1	0	834.5	484.2	620.7	A	A	A
East 125th Street @ Lexington Ave	NW	12	337	193	297	96.8	76.0	70.0	A	A	A
	NE	12	95	100	127	149.3	92.4	89.4	A	A	A
	SW	12	297	208	317	102.2	65.6	81.8	A	A	A
	SE	12	105	80	104	324.1	183.2	269.1	A	A	A
East 125th Street @ Third Ave	NW	12	22	27	30	148.0	92.7	76.9	A	A	A
	NE	12	2	7	4	100.7	50.7	42.4	A	B	B
	SW	12	46	77	84	157.4	73.5	146.8	A	A	A
	SE	12	11	26	17	120.7	49.2	79.1	A	B	A
West 125th Street @ Broadway	NW	12	2	6	4	295.7	506.6	239.6	A	A	A
	NE	12	24	21	34	322.4	433.8	266.7	A	A	A
	SW	12	90	41	111	215.0	403.8	171.1	A	A	A
	SE	12	162	88	213	191.9	295.7	146.5	A	A	A
East 125th Street @ Park Ave (Northbound)	NW	12	18	13	26	45.0	25.0	24.2	B	C	C
	NE	12	60	46	9	112.8	71.3	74.6	A	A	A
	SW	12	43	16	24	609.1	445.6	513.6	A	A	A
	SE	12	13	29	33	68.5	44.9	53.3	A	B	B

**Table 3.16-30
2017 With Action Crosswalk Conditions**

Intersection	Crosswalk	With Action Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			With Action Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ St. Nicholas Ave	East	64	131	127	182.7	87.4	88.7	A	A	A
	North	156	353	285	126.4	52.9	66.6	A	B	A
	West	102	158	153	108.2	601.3	71.5	A	A	A
	South	140	278	285	151.1	73.4	72.2	A	A	A
West 125th Street @ Frederick Douglass Blvd	East	85	181	140	235.2	74.0	133.4	A	A	A
	North	222	414	338	78.5	49.9	47.4	A	B	B
	West	54	133	142	321.6	89.1	114.4	A	A	A
	South	194	428	570	90.1	48.3	26.2	A	B	C
West 126th Street @ Adam Clayton Powell Blvd	East	90	170	152	272.9	139.4	156.8	A	A	A
	North	29	28	26	357.0	363.6	387.5	A	A	A
	West	75	136	94	309.8	168.9	254.6	A	A	A
	South	31	51	43	363.4	220.2	262.3	A	A	A
West 125th Street @ Adam Clayton Powell Blvd	East	84	143	161	229.6	127.8	112.6	A	A	A
	North	243	531	459	66.3	27.2	31.6	A	C	C
	West	47	192	158	515.5	123.2	150.4	A	A	A
	South	165	484	752	103.5	31.9	19.1	A	C	D
West 124th Street @ Adam Clayton Powell Blvd	East	89	161	178	139.7	80.6	66.2	A	A	A
	North	29	81	60	387.0	111.7	176.3	A	A	A
	West	82	150	147	155.8	88.4	83.7	A	A	A
	South	34	43	29	292.7	189.5	320.1	A	A	A
West 126th Street @ Malcolm X Boulevard	East	128	229	238	142.4	74.8	71.3	A	A	A
	North	29	23	24	441.6	600.8	560.3	A	A	A
	West	218	216	304	70.8	74.6	49.9	A	A	B
	South	45	122	77	316.3	111.9	180.0	A	A	A
West 125th Street @ Malcolm X Boulevard	East	98	192	170	181.3	93.0	101.3	A	A	A
	North	375	654	626	39.0	20.5	21.5	C	D	D
	West	156	362	251	114.3	45.2	66.8	A	B	A
	South	319	431	641	48.0	33.8	21.1	B	C	D

Table 3.16-30 (continued)
2017 With Action Crosswalk Conditions

Intersection	Crosswalk	With Action Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			With Action Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 124th Street @ Malcolm X Boulevard	East	110	142	184	244.5	184.7	140.1	A	A	A
	North	59	100	81	100.7	57.3	70.2	A	B	A
	West	111	135	122	219.7	179.1	199.2	A	A	A
	South	20	28	2	358.0	249.7	3278.8	A	A	A
125th Street @ Fifth Ave	East	46	50	81	296.0	270.6	165.7	A	A	A
	North	169	343	360	73.3	32.8	31.0	A	C	C
	West	75	118	106	170.9	102.5	116.5	A	A	A
	South	189	406	510	65.1	26.3	20.0	A	C	D
East 124th Street @ Madison Ave	East	71	111	98	225.3	133.9	99.8	A	A	A
	North	65	155	102	149.2	58.3	273.9	A	B	A
	West	23	38	42	521.8	315.4	187.8	A	A	A
	South	25	50	51	406.4	199.1	609.2	A	A	A
East 125th Street @ Madison Ave	East	56	102	94	244.6	132.8	143.6	A	A	A
	North	178	270	338	92.2	56.7	42.9	A	B	B
	West	40	55	41	393.7	285.5	383.4	A	A	A
	South	182	386	399	97.6	42.0	40.4	A	B	B
East 125th Street @ Park Ave (Southbound)	East	34	37	38	269.3	247.3	236.5	A	A	A
	North	291	449	312	38.0	21.8	34.8	C	D	C
	West	39	103	63	224.7	78.4	132.9	A	A	A
	South	333	593	455	28.7	14.0	18.5	C	E	D
East 125th Street @ Lexington Ave	East	103	116	141	171.3	151.7	123.1	A	A	A
	North	279	531	501	39.3	17.5	18.9	C	D	D
	West	139	202	214	108.1	73.3	69.1	A	A	A
	South	262	620	321	37.6	13.3	30.2	C	E	C
East 125th Street @ Third Ave	East	191	471	452	99.4	36.9	37.1	A	C	C
	North	415	643	824	23.7	13.9	9.7	D	E	E
	West	55	98	69	420.8	231.4	329.7	A	A	A
	South	269	577	240	33.7	13.4	38.2	C	E	C

Table 3.16-30 (continued)
2017 With Action Crosswalk Conditions

Intersection	Crosswalk	With Action Peak 15-min Volume			Average Pedestrian Space (sq-ft/ped)			With Action Level of Service		
		AM	MD	PM	AM	MD	PM	AM	MD	PM
West 125th Street @ Broadway	East	92	68	113	50.3	72.7	41.1	B	A	B
	North	38	26	39	289.5	440.4	285.8	A	A	A
	West	140	72	174	43.4	85.6	33.3	B	A	C
	South	16	19	26	606.4	479.9	353.5	A	A	A
East 125th Street @ Park Ave (Northbound)	East	70	83	63	116.4	96.7	128.4	A	A	A
	North	282	510	541	36.4	17.1	15.3	C	D	D
	West	63	73	53	140.2	121.1	169.7	A	A	A
	South	377	570	495	27.9	16.1	19.5	C	D	D

3.16.4 MITIGATION

Subway Service

As discussed above, the proposed action would not result in any significant adverse impacts to analyzed subway stations or to subway line haul conditions in either the weekday AM or PM peak hour. Therefore, no subway service mitigation is required for the proposed action.

Bus Service

As discussed above, northbound M60, M100 and Bx15 buses would be significantly adversely impacted by new demand from the proposed action in the PM peak hour in 2017 under current NYCT guidelines. As shown in Table 3.16-27, in the PM peak hour, northbound M60, M100 and Bx15 services would be operating with capacity shortfalls of 41 spaces, five spaces and 47 spaces, respectively. This compares to surpluses of 21 spaces, 34 spaces and 26 spaces, respectively in the northbound direction in the future without the proposed action. According to current NYCT guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant impact as it would necessitate the addition of more bus service along that route. As standard practice, NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operating constraints. Therefore, no action-initiated mitigation is proposed for the potential PM peak hour impacts to northbound M60, M100 and Bx15 services.

As previously discussed in Chapter 3.15, “Traffic and Parking,” the proposed action’s traffic mitigation plan would include the elimination of left-turn movements along the 125th Street corridor. This left-turn prohibition would not apply to NYCT buses, and therefore, local bus routes operating along the 125th Street corridor would remain unaffected.

Pedestrians

The results of the analysis of pedestrian conditions shows that demand from the proposed action would significantly adversely impact a total of three crosswalks along East 125th Street in 2017 based on *CEQR Technical Manual* criteria. As shown in Table 3.16-30, in the midday peak hour new demand would significantly impact the south crosswalk at southbound Park Avenue, and the north and south crosswalks at Third Avenue. There would be no significant crosswalk impacts from the proposed action in the AM or PM peak hours.

As previously discussed in Chapter 3.15, “Traffic and Parking,” the proposed action’s traffic mitigation plan would include the elimination of left-turn movements along the 125th Street corridor. This, in turn, would result in traffic diversions and changes in the numbers of turning vehicles that would potentially conflict with pedestrians in crosswalks. Changes to signal timing and phasing are also proposed as mitigation at many locations. The analysis of crosswalk conditions under the Build with Mitigation scenario reflects these traffic diversions and signal timing changes. As discussed below, measures associated with the proposed action’s traffic

mitigation plan would ~~result in one additional~~ eliminate the significant adverse crosswalk impact ~~to~~ at the north south crosswalk on ~~northbound Park~~ Third Avenue in the ~~PM MD~~ peak hour.

A significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place, or to acceptable levels. For a No Build LOS D, E or F, mitigation back to the No Build condition is required; for No Build LOS A, B or C, mitigation to the LOS D/E threshold is required (15 square feet per pedestrian for corners and crosswalks, and 15 pedestrians per foot per minute for sidewalks and midblock locations). The following paragraphs discuss potential mitigation measures for the ~~three~~ crosswalk impacts resulting from the proposed action and identified in Table 3.16-30, above, and including the one crosswalk impact that would ~~result from~~ be mitigated by the proposed action's traffic mitigation plan.

North Crosswalk on Park Avenue (Northbound) at East 125th Street

~~To address the PM peak hour impact to the north crosswalk on northbound Park Avenue at East 125th Street that would result from the proposed action's traffic mitigation plan, it is proposed to widen this crosswalk from 12 feet in width to 13 feet. With this widening, this crosswalk would operate at LOS D in the PM peak hour, with an average of 16.7 square feet per pedestrian, compared to LOS E and 15 sq. ft/ped under the proposed action's traffic mitigation plan, and LOS D and 16.3 sq ft/ped in the No Action condition. The potential significant adverse impact to this crosswalk resulting from traffic diversions associated with the proposed action's traffic mitigation plan would therefore be fully mitigated.~~

South Crosswalk on Park Avenue (Southbound) at East 125th Street

~~To address the proposed action's midday peak hour impact to the south crosswalk on southbound Park Avenue at East 125th Street, it is proposed to widen this crosswalk to 13 feet in width from 12 feet in width in the future with the proposed action condition. With this widening, this crosswalk would operate at LOS D in the midday peak hour, with an average of 15.5 6 square feet per pedestrian, compared to 14 sq.-ft/ped (LOS ~~D~~ E) in the With Action condition and 15.2 1 sq-ft/ped (LOS D) in the No Action. The potential significant adverse impact to this crosswalk resulting from the proposed action in 2017 would therefore be fully mitigated.~~

North Crosswalk on Third Avenue at East 125th Street

~~To address the proposed action's midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street, it is proposed to widen this crosswalk to ~~17~~ 15 feet in width from 14 feet in width in the future with the proposed action condition. With this widening, this crosswalk would operate at LOS D in the midday peak hour, with an average of ~~16.3~~ 15.8 square feet per pedestrian, compared to 13.9 sq.-ft/ped (LOS ~~D~~ E) in the With Action condition and 15.5 sq-ft/ped (LOS D) in the No Action. The potential significant adverse impact to this crosswalk resulting from the proposed action in 2017 would therefore be fully mitigated.~~

South Crosswalk on Third Avenue at East 125th Street

~~To address the proposed action's midday peak hour impact to the south crosswalk on Third Avenue at East 125th Street, it is proposed to widen this crosswalk to 13 feet in width from 12 feet in width in the future with the proposed action condition.~~

The significant adverse impact at the south crosswalk on Third Avenue at East 125th Street would be fully mitigated by the traffic mitigation plan. With this widening Under the proposed traffic mitigation, an additional four seconds of green time would be available to pedestrians crossing this crosswalk. With this additional green time, this crosswalk would operate at LOS ~~E~~ D in the midday peak hour, with an average of ~~14.8~~ 15.1 square feet per pedestrian, compared to 13.4 sq.-ft/ped (LOS E) in the With Action condition and 14.7 sq-ft/ped (LOS E) in the No Action. The potential significant adverse impact to this crosswalk resulting from the proposed action in 2017 would therefore be fully mitigated.

CONCLUSION

This chapter analyzes the effects of added travel demand from projected development sites on subway stations, local bus services and pedestrian facilities in the vicinity of the proposed action area. The results of the analyses show that this new demand would not result in any significant adverse impacts to analyzed stairways or fare arrays at the 125th Street IND (A, B, C, D), 125th Street IRT (2, 3) and 125th Street IRT (4, 5, 6) subway stations. However, in the 2017 future with the proposed action, northbound M60, M100 and Bx15 bus services would be significantly adversely impacted in the PM peak hour. As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally warranted and fiscally feasible. As such, the capacity shortfall on the M60, M100 and Bx15 would be addressed by NYCT, and no action-initiated mitigation is required for the proposed action.

The results of the analysis of pedestrian conditions shows that there would be no significant adverse impacts to analyzed sidewalks or corner areas in the 2017 future with the proposed action, however, demand from the proposed action would significantly adversely impact a total of three crosswalks along East 125th Street in the midday peak hour based on *CEQR Technical Manual* criteria, including the south crosswalk at southbound Park Avenue, and the north and south crosswalks at Third Avenue. However, signal timing improvements proposed in the traffic mitigation plan would fully mitigate the significant adverse impact at the south crosswalk on Third Avenue and East 125th Street. In addition, the north crosswalk on northbound Park Avenue at East 125th Street would be impacted in the PM peak hour as a result of the diversion of traffic associated with the proposed action's traffic mitigation plan. Widening the north crosswalk on northbound Park Avenue, the south crosswalk on southbound Park Avenue and the south crosswalk on Third Avenue to 13 feet in width (from 12 feet), and the north crosswalk on Third Avenue to ~~17~~ 15 feet in width (from 14 feet), would fully mitigate the significant adverse impacts to these crosswalks resulting from the proposed action and its traffic mitigation plan.