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Subject: Riverside Center Traffic Impacts and Mitigation Measures

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**Traffic Impact Analysis in the DSEIS**

The DSEIS analyses the traffic impacts of 6 development scenarios for the project site (L, M, N). They are the following, together with their average peak hour traffic generation (average of 4 peak hours studied):

- Maximum residential scenario: 495 vehicle trips
- Maximum hotel scenario: 729 vehicle trips
- Four maximum retail/office scenarios: 581 to 688 vehicle trips depending on the mix

Each of the above scenarios includes an auto showroom and service facility of about 276,000 square feet. This use is projected to generate about 78 vehicle trips during the average peak hour, representing between 12 and 18% of the project’s traffic generation. The DSEIS does not include any taxi trips for the auto-showroom/service facility which does not seem realistic, given that many of the trips to or from the service facility will be to drop off a car or pick up a car, and the reverse trip would often be made by taxi.

**Proposed Mitigations for Significantly Impacted Intersections**

Intersection	Proposed Mitigation Measures	After mitigation movements with LOS ≥ E
<b>12th Avenue/Riverside Blvd @ W. 59th St.</b>	Currently unsignalized. Install new traffic signal.	A, M, P
<b>12th Avenue @ W. 57th St.</b>	Transfer 2s from WB to NB phase in weekday AM period	A
<b>12th Avenue @ W. 56th St.</b>	Transfer 3s from NB to SB phase in weekday midday and Sat midday periods.	A, M, P

<b>West End Ave @ W. 66<sup>th</sup> St.</b>	Transfer 2s from EW to NS phase in weekday AM period.	A
<b>West End Avenue @ W. 59<sup>th</sup> St.</b>	W. 59th Street between West End Avenue and Amsterdam Avenue to be converted to one-way westbound. Transfer 3s from NS to EW phase in weekday AM period. Transfer 1s from NS to EW phase in Sat midday period.	A, P
<b>11th Ave. @ W. 57<sup>th</sup> St.</b>	Implement no standing weekdays from 7-10 AM for 100' along east curb of NB approach. Change NB approach from one left-turn lane and two through-right lanes to one left-turn lane, two through lanes and one right-turn lane in weekday AM period.	A
<b>10th Avenue @ W. 57<sup>th</sup> St.</b>	Transfer 1s from NB Only to EW phase in weekday AM period.	

A = AM Peak Hour, M = Midday Peak Hour, P = PM Peak Hour, S = Saturday Midday Peak Hour

Source: *Riverside Center DSEIS*

As can be seen from the above table the proposed mitigation measures consist of signal phase changes in 4 cases out of 7. At the intersection of W59th and Riverside Blvd/12<sup>th</sup> Avenue the applicant recommends the installation of a traffic light. At the intersection of West End Ave and West 59<sup>th</sup> Street it is recommended to convert West 59<sup>th</sup> Street between Amsterdam Ave and West End Ave from 2-way to 1-way operation westbound. At the intersection of 11<sup>th</sup> Ave with W 57<sup>th</sup> Street the DSEIS recommends the addition of an exclusive right-turn lane during the AM peak period by prohibiting on-street parking for about 100 feet along the east curb of the NB approach.

With the proposed traffic mitigation measures, outlined above, all significant adverse traffic impacts due to the Proposed Project would be fully mitigated with the exception of impacts at three intersections along Route 9A—Twelfth Avenue at West 56th Street (in the AM and PM peak hours), Twelfth Avenue at West 54th Street (in the PM peak hour) and Twelfth Avenue at West 52nd Street (in the AM and PM peak hours). At these three intersections, which already have significant east/west movements and are congested under No Build conditions, no feasible mitigation measures have been identified which could fully mitigate north/south project-generated traffic impacts.

**BFJ recommends additional traffic mitigation measures:**

1. **Implement a shuttle service** for the project residents that will operate during the morning and evening peak hours on weekdays and that will bring residents to and from the Columbus Circle subway station. This shuttle service should operate at least on a 15-minute schedule, and may be coordinated with other Riverside South buildings.
2. **Reduce the parking supply** on the project site from 1,800 to 800 spaces, as described in our Parking Memo. This will eventually limit the amount of commuters that park in this area, and will thus reduce the amount of traffic associated with the commuters. This mitigation measure should be supplemented with the supply of car-share parking spaces supplied in the project garages without any charge by the garage owner or operators.

We recommend that there be at least 20 car-share spaces on the project site. Reduced parking supplies are also helpful in improving air quality.

3. **Adopt the maximum residential scenario**, as opposed to the commercial scenarios with higher traffic generation volumes. The residential scenario also has the advantage of reducing commuter flows in and out of Manhattan, as opposed to office scenarios that increase commuter flows in and out of Manhattan.
4. **Eliminate the auto-show room.** This use has a strong auto-oriented character. Besides its relatively high traffic generation it also attracts larger semi-trailers that deliver cars on a regular basis.
5. **Adoption of a traditional Manhattan grid** by extending West 60<sup>th</sup> Street to Riverside Boulevard, as opposed to the superblock design that is part of the current application. The refined grid system has several advantages: 1) it allows more flexibility and more dispersion for vehicular traffic thus reducing the traffic loads at the average intersection, and 2) it improves conditions for pedestrian and bicycle circulation by allowing greater accessibility throughout the neighborhood. Shorter blocks make it easier for pedestrians and bicyclists to find the shorter routes.

In this case the extension of 60<sup>th</sup> Street to Riverside Boulevard will improve access to the various buildings on the project site, especially service vehicles. It will also improve pedestrian access to the waterfront park. The topographical conditions and constraints caused by the existing elevated Miller highway with its potential future relocation, make this connection challenging. Short segments along northbound Riverside Boulevard may have to be at slopes greater than 5%. If that is the case, a pedestrian ADA-compatible route could be designated along the southbound ramp of Riverside Boulevard.

Ideally the extended West 60<sup>th</sup> Street should connect at a slight angle to Riverside Boulevard at the location where the NB and SB directions split. A signalized intersection at this location would thus allow a traffic movement from West 60<sup>th</sup> to Riverside Boulevard southbound. If this connection is not feasible West 60<sup>th</sup> could connect in a perpendicular manner to Riverside Boulevard with only right-turns in and right-turns out permitted.