

As discussed in Chapter 13, “Traffic and Parking,” the proposed actions would result in significant adverse traffic impacts at locations within the traffic study area. The vast majority of the locations that would be significantly impacted could be mitigated using standard traffic improvements such as signal timing changes, parking regulation changes to gain a travel lane at key intersections, intersection channelization, and lane markings and signage.

Under the proposed actions, a maximum of six intersections would experience unmitigatable impacts in the 2013 Build year (but not in all peak hours). Of these, three intersections could be partially mitigated. The three intersections that would remain unmitigated are the intersections of West Kingsbridge Road and University Avenue, and West Fordham Road at its intersections with the Major Deegan Expressway’s northbound and southbound ramps. The three intersections where significant traffic impacts could be partially mitigated include the intersections of Kingsbridge Road and Jerome Avenue, Fordham Road and Jerome Avenue, and East Kingsbridge Road and Valentine Avenue/East 194th Street. At these intersections, traffic improvements would be able to mitigate one or more—but not all— approaches that would be significantly impacted. Specific peak hours affected are described in detail in Chapter 19, “Mitigation.” At the intersection of Kingsbridge Road and Jerome Avenue, design issues will be further evaluated for the FEIS that could, alternatively, result in full mitigation during all time periods or could potentially create unmitigated impacts should detailed analyses of intersection neckdowns under consideration by NYCDOT indicate that traffic capacity reductions could not be satisfied by additional mitigation measures. This will be fully presented in the FEIS. *