

A. INTRODUCTION

The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse impacts to result from the proposed Memorial Sloan-Kettering Cancer Center (MSK)/The City University of New York (CUNY)-Hunter project. In accordance with the 2012 *City Environmental Quality Review (CEQR) Technical Manual*, where such potential impacts have been identified—in the areas transportation (i.e., traffic) and construction-period transportation—measures are examined to minimize or eliminate the anticipated impacts to the fullest extent practicable. These mitigation measures are discussed below.

PRINCIPAL CONCLUSIONS

As discussed in Chapter 9, “Transportation,” traffic conditions were evaluated at 19 intersections for the weekday AM, midday, and PM peak hours, and the proposed project would result in significant adverse impacts at 11 different intersections, 8 intersections each during the weekday AM, midday, and PM peak hours. As summarized in **Table 17-1**, with the implementation of standard mitigation measures (including primarily signal timing changes and daylighting), the significant adverse traffic impacts identified above could be fully mitigated during all three analysis peak hours, with the exception of those at the York Avenue and East 79th Street intersection.

Table 17-1
Summary of Significant Adverse Traffic Impacts

Intersection		AM Peak Hour		Midday Peak Hour		PM Peak Hour	
EB/WB Street	NB/SB Street	Significant Impacts	Mit	Significant Impacts	Mit	Significant Impacts	Mit
East 79th St	York Ave	EB-LTR	No	EB-LTR	No	EB-LTR	No
		NB-LTR	No	NB-LTR	No	NB-TR	No
East 75th St	York Ave			NB-LTR	Yes		
East 74th St	York Ave	EB-LTR	Yes	EB-LTR WB-LR	Yes Yes	EB-LTR WB-LR	Yes Yes
East 73rd St	York Ave	NB-LTR	Yes	NB-LTR	Yes	WB-LTR	Yes
		SB-DefL	Yes			NB-LTR	Yes
		SB-TR	Yes	SB-LTR	Yes	SB-DefL	Yes
East 72nd St	York Ave	EB-DefL	Yes	EB-DefL	Yes	SB-TR	Yes
		NB-LTR	Yes	NB-LTR	Yes	EB-DefL	Yes
East 71st St	York Ave	NB-LTR	Yes			NB-LTR	Yes
East 66th St	York Ave			NB-LTR	Yes		
East 65th St	York Ave					SB-LTR	Yes
East 65th St	York Ave	EB-LR	Yes	EB-LR	Yes	EB-LR	Yes
East 61st St	York Ave	WB-R	Yes				
East 72nd St	First Ave					EB-DefL	Yes
East 65th St	First Ave	EB-LT	Yes	EB-LT	Yes	EB-LT	Yes

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left Turn; T = Through; R = Right Turn; and MIT = Mitigation Provided

With respect to construction, the proposed project ~~could~~ would result in significant adverse construction traffic impacts during the PM construction peak hour. These impacts could be mitigated using ~~the same~~ similar measures identified for the operational significant adverse traffic impacts, and likewise, traffic impacts during construction at the York Avenue and East 79th Street intersection would be unmitigated. ~~Between the Draft and Final EIS, in coordination with NYCDOT, additional analysis of construction traffic will be prepared.~~

B. TRANSPORTATION

TRAFFIC

As discussed in Chapter 9, “Transportation,” traffic conditions were evaluated at 19 intersections for the weekday AM, midday, and PM peak hours, and the proposed project, would result in significant adverse impacts at 11 different intersections, 8 intersections each during the weekday AM, midday, and PM peak hours. **Table 17-2** summarizes the recommended mitigation measures that are subject to review and approval by the New York City Department of Transportation (NYCDOT).

Tables 17-3 to 17-5 compare the level of service (LOS) conditions for the 2019 No Build, Build, and Mitigation conditions for the weekday AM, midday, and PM peak hours, respectively. Provided below is a discussion of each intersection with significant adverse traffic impacts and its recommended mitigation.

YORK AVENUE AND EAST 79TH STREET

The significant adverse impacts at this intersection during the weekday AM, midday, and PM peak hours could be mitigated by prohibiting parking and signal timing adjustments. However, based on NYCDOT’s review, the proposed parking prohibition measures have been deemed infeasible and, therefore, the significant adverse impacts could not be mitigated. Additional mitigation measures ~~will be~~ were explored between the Draft and Final EIS to potentially mitigate the significant adverse impacts at this intersection. However, no other standard mitigation measures were determined to be feasible.

YORK AVENUE AND EAST 75TH STREET

The significant adverse impact at the northbound approach of this intersection during the weekday midday peak hour could be fully mitigated by shifting 1 second of green time from the westbound phase to the northbound/southbound phase.

YORK AVENUE AND EAST 74TH STREET

The significant adverse impact at the eastbound approach of this intersection during the weekday AM peak hour could be fully mitigated by shifting 2 seconds of green time from the northbound/southbound phase to the eastbound/westbound phase.

The significant adverse impacts at the eastbound and westbound approaches of this intersection during the weekday midday and PM peak hours could be fully mitigated by installing a No Standing 10AM – 7PM Monday through Friday sign on the north side of East 74th Street on the westbound approach for approximately 100 feet from the intersection and shifting 4 seconds of green time from the northbound/southbound phase to the eastbound/westbound phase.

The daylighting of the north curb of the westbound approach would prohibit curbside loading/unloading activities during the weekday midday and PM peak hours.

Table 17-2
Recommended Mitigation Measures

Intersection	Weekday AM	Weekday Midday	Weekday PM									
York Avenue and East 79th Street	Unmitigated.	Unmitigated.	Unmitigated.									
York Avenue and East 75th Street	No significant adverse impact	Shift 1 second of green time from the WB phase to the NB/SB phase.	No significant adverse impact									
York Avenue and East 74th Street	Shift 2 seconds of green time from the NB/SB phase to the EB/WB phase.	1) Install No Standing 10AM-7PM Monday-Friday sign on the north side of the WB approach for approximately 100 feet from the intersection; 2) Shift 4 seconds of green time from the NB/SB phase to the EB/WB phase.	1) Install No Standing 10AM-7PM Monday-Friday sign on the north side of the WB approach for approximately 100 feet from the intersection; 2) Shift 4 seconds of green time from the NB/SB phase to the EB/WB phase.									
York Avenue and East 73rd Street	1) Prohibit NB left-turns from 7AM-7PM Monday-Friday; 2) Install No Standing 7AM-7PM Monday-Friday sign on the west side of the SB approach from East 73rd Street to East 74th Street to provide a SB right-turn lane; 3) Shift 2 seconds of green time from the LPI phase to the SB phase; 4) Shift 1 second of green time from the LPI phase to the NB/SB phase.	1) Prohibit NB left-turns from 7AM-7PM Monday-Friday; 2) Install No Standing 7AM-7PM Monday-Friday sign on the west side of the SB approach from East 73rd Street to East 74th Street to provide a SB right-turn lane; 3) Shift 1 second of green time from the LPI phase to the NB/SB phase.	1) Prohibit NB left-turns from 7AM-7PM Monday-Friday; 2) Install No Standing 7AM-7PM Monday-Friday sign on the west side of the SB approach from East 73rd Street to East 74th Street to provide a SB right-turn lane; 3) Shift 1 second of green time from the LPI phase to the WB phase; 4) Shift 3 seconds of green time from the LPI phase to the SB phase.									
York Avenue and East 72nd Street	1) Install No Standing 7AM-7PM Monday-Friday sign on the east side of the NB approach for approximately 100 feet from the intersection to provide a NB right-turn lane; 2) Shift the centerline on the EB approach 5 feet to the north to provide two (2) 11-foot moving lanes and one (1) 10-foot parking lane.	1) Install No Standing 7AM-7PM Monday-Friday sign on the east side of the NB approach for approximately 100 feet from the intersection to provide a NB right-turn lane; 2) Shift the centerline on the EB approach 5 feet to the north to provide two (2) 11-foot moving lanes and one (1) 10-foot parking lane.	1) Install No Standing 7AM-7PM Monday-Friday sign on the east side of the NB approach for approximately 100 feet from the intersection to provide a NB right-turn lane; 2) Shift the centerline on the EB approach 5 feet to the north to provide two (2) 11-foot moving lanes and one (1) 10-foot parking lane.									
York Avenue and East 71st Street ⁽¹⁾	Modify signal phasing to provide an additional exclusive NB phase.											
	Phase	Green	Amber	Red	Phase	Green	Amber	Red	Phase	Green	Amber	Red
	WB	48	3	2	WB	48	3	2	WB	48	3	2
	NB/SB	49	3	2	NB/SB	49	3	2	NB/SB	49	3	2
	NB	8	3	2	NB	8	3	2	NB	8	3	2
	Cycle length = 120 seconds <u>Install No Standing Anytime sign on the west side of the SB approach for approximately 60 feet from the intersection to provide a SB right-turn lane.</u>			Cycle length = 120 seconds <u>Install No Standing Anytime sign on the west side of the SB approach for approximately 60 feet from the intersection to provide a SB right-turn lane.</u>				Cycle length = 120 seconds <u>Install No Standing Anytime sign on the west side of the SB approach for approximately 60 feet from the intersection to provide a SB right-turn lane.</u>				
York Avenue and East 66th Street	No significant adverse impact	Shift 3 seconds of green time from the WB phase to the NB phase.	Shift 1 second of green time from the WB phase to the NB/SB phase.									
York Avenue and East 65th Street	Shift 2 seconds of green time from the NB/SB phase to the EB phase.	Shift 2 seconds of green time from the NB/SB phase to the EB phase.	Shift 1 second of green time from the NB/SB phase to the EB phase.									
York Avenue and East 61st Street	Shift 1 second of green time from the NB/SB phase to the WB phase.	No significant adverse impact	No significant adverse impact									
First Avenue and East 72nd Street ⁽²⁾	Shift 1 second of green time from the NB phase to the EB/WB phase.	No significant adverse impact	Shift 2 seconds of green time from the NB phase to the EB/WB phase.									
First Avenue and East 65th Street	Shift 1 second of green time from the NB phase to the EB phase.	Shift 1 second of green time from the NB phase to the EB phase.	Shift 1 second of green time from the NB phase to the EB phase.									
Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; LPI = Lead Pedestrian Interval (1) Intersection of York Avenue and East 71st Street not impacted during the weekday midday and PM peak hours and was analyzed under mitigation conditions for verification purposes only. (2) Intersection of First Avenue and East 72nd Street not impacted during the weekday AM peak hour. However, signal timing adjusted to accommodate the proposed mitigation measures at the intersection of York Avenue and East 73rd Street.												

Table 17-3

2019 No Build, Build, and Mitigation Conditions Level of Service Analysis
Weekday AM Peak Hour

Intersection	2019 No Build				2019 Build				2019 Mitigation					
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		
York Avenue & East 79th Street														
Eastbound	-	-	-	F	-	-	-	-	Unmitigated					
	LTR	1.06	95.5	F	LTR	1.12	114.3	F		+				
Westbound	-	-	-	F	-	-	-	-						
	LTR	0.23	32.4	C	LTR	0.23	32.5	C						
Northbound	LTR	1.13	107.2	F	LTR	1.17	121.1	F		+				
Southbound	TR	0.93	51.7	D	TR	0.96	56.2	E						
Intersection			80.8	F	Intersection			92.0	F					
York Avenue & East 74th Street														
Eastbound	LTR	0.56	36.0	D	LTR	0.76	46.6	D	+	LTR	0.75	44.3	D	
Westbound	LR	0.06	25.6	C	LR	0.33	31.5	C		LR	0.31	29.5	C	
Northbound	TR	0.57	18.8	B	TR	0.63	20.1	C		TR	0.65	21.7	C	
Southbound	LT	0.74	23.4	C	LT	0.81	27.1	C		LT	0.84	29.9	C	
Intersection			23.1	C	Intersection			27.1	C	Intersection			28.7	C
York Avenue & East 73rd Street														
Westbound	LTR	0.20	45.9	D	LTR	0.24	46.9	D	+	LTR	0.24	46.9	D	
Northbound	LTR	1.04	71.4	E	LTR	1.17	119.9	F	+	TR	1.05	72.0	E	
Southbound	DefL	1.00	81.9	F	DefL	1.09	112.8	F	+	DefL	0.98	76.6	E	
	-	-	-	-	-	-	-	-		T	0.73	20.7	C	
	TR	1.06	75.4	E	TR	1.16	113.2	F	+	-	-	-	-	
	-	-	-	-	-	-	-	-		R	0.37	13.7	B	
Intersection			73.7	E	Intersection			115.1	F	Intersection			53.1	D
York Avenue & East 72nd Street														
Eastbound	DefL	1.05	109.1	F	DefL	1.13	136.1	F	+	DefL	1.05	109.9	F	
	TR	0.54	36.3	D	TR	0.56	37.1	D		TR	0.52	35.4	DE	
	R	0.47	36.7	D	R	0.50	38.2	D		R	0.48	37.3	DE	
Westbound	LTR	0.46	33.1	C	LTR	0.47	33.3	C		LTR	0.47	33.3	C	
	-	-	-	-	-	-	-	-		LT	1.00	55.1	E	
Northbound	LTR	1.09	83.5	F	LTR	1.22	137.0	F	+	-	-	-	-	
	-	-	-	-	-	-	-	-		R	0.26	15.0	B	
Southbound	LTR	0.64	20.9	C	LTR	0.71	23.4	C		LTR	0.69	22.7	C	
	Intersection			59.1	E	Intersection			86.9	F	Intersection			46.1
York Avenue & East 71st Street														
Westbound	LTR	0.83	39.3	D	LTR	0.85	40.6	D	+	LTR	0.857	40.62-8	D	
Northbound	LTR	0.89	38.2	D	LTR	0.98	52.4	D		LTR	0.935	42.04-4	D	
Southbound	LTR	0.61	23.4	C	LTR	0.62	23.6	C		LTR	0.78	37.0	D	
										LT	0.43	19.5	B	
										R	0.46	24.8	C	
Intersection			34.3	C	Intersection			40.4	D	Intersection			35.541-8	D
York Avenue & East 65th Street														
Eastbound	LR	1.03	97.6	F	LR	1.10	118.1	F	+	LR	1.04	97.8	F	
Northbound	T	0.53	14.4	B	T	0.56	14.9	B		T	0.58	16.2	B	
Southbound	T	0.45	13.6	B	T	0.45	13.6	B		T	0.47	14.8	B	
Intersection			26.8	C	Intersection			30.5	C	Intersection			28.4	C
York Avenue & East 61st Street														
Westbound	L	0.23	24.1	C	L	0.23	24.1	C	+	L	0.23	23.4	C	
	LTR	0.75	34.6	C	LTR	0.77	35.4	D		LTR	0.75	34.1	C	
	R	0.80	43.1	D	R	0.88	50.5	D		R	0.86	47.6	D	
Northbound	LT	0.84	29.7	C	LT	0.85	30.2	C		LT	0.86	31.7	C	
	TR	0.47	19.8	B	TR	0.47	19.9	B		TR	0.48	20.6	C	
Intersection			29.7	C	Intersection			31.1		C	Intersection			31.2
First Avenue & East 72nd Street ⁽¹⁾														
Eastbound	LT	0.98	57.1	E	LT	0.99	59.6	E		LT	0.97	54.8	D	
Westbound	TR	0.45	21.9	C	TR	0.46	22.0	C		TR	0.47	21.6	C	
Northbound	L	0.60	45.4	D	L	0.60	45.4	D		L	0.60	45.4	D	
	TR	0.76	20.3	C	TR	0.79	21.1	C		R	0.81	22.3	C	
Intersection			29.1	C	Intersection			30.1	C	Intersection			29.7	C
First Avenue & East 65th Street														
Eastbound	LT	1.01	76.4	E	LT	1.07	92.0	F	+	LT	1.03	79.8	E	
Northbound	TR	0.91	24.2	C	TR	0.93	26.3	C		TR	0.95	29.2	C	
Intersection			31.8	C	Intersection			36.1	D	Intersection			36.8	D
Notes: L = Left Turn, T = Through, R = Right Turn, DefL = de facto Left Turn, LOS = Level of Service														
+ Denotes a significant adverse traffic impact														
(1) Intersection not impacted during the weekday AM peak hour. However, signal timing adjusted to accommodate the proposed mitigation measures at the intersection of York Avenue and East 73rd Street.														

Table 17-4
2019 No Build, Build, and Mitigation Conditions Level of Service Analysis
Weekday Midday Peak Hour

Intersection	2019 No Build				2019 Build					2019 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
York Avenue & East 79th Street													
Eastbound	-	-	-	-	-	-	-	-	+	Unmitigated.			
	LTR	0.86	54.1	D	LTR	0.91	60.1	E					
Westbound	-	-	-	-	-	-	-	-	+				
	LTR	0.34	34.5	C	LTR	0.34	34.6	C					
Northbound	LTR	0.97	54.7	D	LTR	1.07	81.8	F					
Southbound	TR	0.79	39.5	D	TR	0.82	40.7	D					
Intersection			47.9	D	Intersection			59.7	E				
York Avenue & East 75th Street													
Westbound	LTR	0.10	30.2	C	LTR	0.10	30.2	C	+	LTR	0.11	31.0	C
Northbound	LTR	0.87	29.5	C	LTR	0.98	47.0	D		LTR	0.96	42.2	D
Southbound	LTR	0.67	18.0	B	LTR	0.71	19.3	B		LTR	0.70	18.4	B
Intersection			23.8	C	Intersection			33.0	C	Intersection		30.2	C
York Avenue & East 74th Street													
Eastbound	LTR	0.59	36.7	D	LTR	0.84	52.9	D	+	LTR	0.77	43.2	D
Westbound	LR	0.09	26.0	C	LR	1.03	111.2	F		LR	0.65	39.5	D
Northbound	TR	0.56	18.6	B	TR	0.65	20.6	C	+	TR	0.69	24.2	C
Southbound	LT	0.57	18.9	B	LT	0.74	24.1	C		LT	0.80	29.7	C
Intersection			21.4	C	Intersection			35.0	C	Intersection		30.5	C
York Avenue & East 73rd Street													
Westbound	LTR	0.40	51.3	D	LTR	0.50	55.5	E	+	LTR	0.50	55.5	E
Northbound	LTR	0.89	40.3	D	LTR	1.01	61.5	E		TR	0.92	43.2	D
Southbound	-	-	-	-	-	-	-	-	+	DefL	0.59	21.8	C
	LTR	1.01	56.7	E	LTR	1.23	138.3	F		-	-	-	-
				-	-	-	-	-	+	T	0.78	24.3	C
				-	-	-	-	-		R	0.45	16.5	B
Intersection			48.7	D	Intersection			99.2	F	Intersection		33.5	C
York Avenue & East 72nd Street													
Eastbound	DefL	0.73	50.7	D	DefL	0.81	59.9	E	+	DefL	0.75	52.6	D
	TR	0.51	35.6	D	TR	0.53	36.4	D		TR	0.49	34.8	C
	R	0.48	37.3	D	R	0.52	39.7	D		R	0.50	38.6	D
Westbound	LTR	0.48	34.1	C	LTR	0.54	35.9	D	+	LTR	0.54	35.9	D
Northbound	-	-	-	-	-	-	-	-		LT	0.90	36.2	D
	LTR	0.96	46.3	D	LTR	1.06	72.2	E		-	-	-	-
Southbound	-	-	-	-	-	-	-	-	+	R	0.15	13.4	B
	LTR	0.57	19.1	B	LTR	0.65	21.3	C		LTR	0.64	21.1	C
Intersection			36.2	D	Intersection			48.9	D	Intersection		32.3	C
York Avenue & East 71st Street ⁽¹⁾													
Westbound	LTR	0.68	32.7	C	LTR	0.68	32.9	C		LTR	0.6870	32.94.0	C
Northbound	LTR	0.64	24.2	C	LTR	0.70	26.1	C		LTR	0.689	25.3	C
Southbound	LTR	0.61	23.3	C	LTR	0.63	23.7	C		LTR	0.78	37.2	D
										LT	0.49	20.5	C
								R		0.30	19.8	B	
Intersection			26.6	C	Intersection			27.4	C	Intersection		26.032.0	C
York Avenue & East 66th Street													
Westbound	LTR	0.04	29.2	C	LTR	0.04	29.2	C	+	LTR	0.04	31.4	C
Northbound	LTR	1.07	74.2	E	LTR	1.15	103.8	F		LTR	1.08	73.3	E
Southbound	LTR	0.82	31.6	C	LTR	0.86	33.9	C		LTR	0.86	33.9	C
Intersection			52.7	D	Intersection			69.2	E	Intersection		53.8	D
York Avenue & East 65th Street													
Eastbound	LR	0.92	71.0	E	LR	0.98	83.4	F	+	LR	0.93	70.0	E
Northbound	T	0.61	16.2	B	T	0.64	17.0	B		T	0.66	18.5	B
Southbound	T	0.52	14.6	B	T	0.53	14.7	B		T	0.54	16.0	B
Intersection			23.7	C	Intersection			26.2	C	Intersection		25.3	C
First Avenue & East 65th Street													
Eastbound	LT	0.99	69.4	E	LT	1.03	80.2	F	+	LT	1.00	70.5	E
Northbound	TR	0.82	19.8	B	TR	0.84	20.5	C		TR	0.85	21.8	C
Intersection			27.9	C	Intersection			30.4		C	Intersection		29.9

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = *de facto* Left Turn, LOS = Level of Service

+ Denotes a significant adverse traffic impact

(1) Intersection not impacted but analysis was conducted to incorporate signal phasing parking regulation changes proposed as mitigation measures in the weekday AM peak hour.

Table 17-5

2019 No Build, Build, and Mitigation Conditions Level of Service Analysis
Weekday PM Peak Hour

Intersection	2019 No Build				2019 Build				2019 Mitigation					
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		
York Avenue & East 79th Street														
Eastbound	-	-	-	-	-	-	-	-	Unmitigated.					
	LTR	1.02	82.5	F	LTR	1.05	90.2	F						
	-	-	-	-	-	-	-	-						
	-	-	-	-	-	-	-	-						
	Westbound	LTR	0.42	36.1	D	LTR	0.42	36.2		D				
Northbound	-	-	-	-	DefL	0.89	81.3	F						
	LTR	1.21	137.2	F	-	-	-	-						
-	-	-	-	-	-	-	-	-						
-	-	-	-	-	TR	1.39	217.5	F	+					
Southbound	TR	0.92	50.5	D	-	-	-	-						
Intersection			87.5	F	Intersection			110.0	F					
York Avenue & East 74th Street														
Eastbound	LTR	0.59	36.9	D	LTR	0.81	51.1	D	+	LTR	0.76	43.7	D	
Westbound	LR	0.09	26.1	C	LR	0.85	68.6	E	+	LR	0.53	34.0	C	
Northbound	TR	0.55	18.3	B	TR	0.60	19.6	B		TR	0.64	22.8	C	
Southbound	LT	0.71	22.3	C	LT	0.82	27.4	C		LT	0.89	35.2	DC	
Intersection			22.7	C	Intersection			30.7	C	Intersection			31.8	C
York Avenue & East 73rd Street														
Westbound	LTR	0.43	52.3	D	LTR	0.56	58.4	E	+	LTR	0.53	55.7	E	
Northbound	LTR	1.15	111.0	F	LTR	1.28	164.9	F	+	TR	1.12	100.5	EE	
Southbound	DefL	1.17	137.4	F	DefL	1.35	211.1	F	+	DefL	1.17	136.0	F	
-	-	-	-	-	-	-	-	-	-	T	0.72	20.0-	B	
-	TR	1.00	58.1	E	TR	1.17	113.6	F	+	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	R	0.41	14.5	B	
Intersection			95.1	F	Intersection			149.8	F	Intersection			75.6	E
York Avenue & East 72nd Street														
Eastbound	DefL	0.72	49.0	D	DefL	0.82	60.5	E	+	DefL	0.76	52.6	D	
	TR	0.47	34.8	C	TR	0.50	35.6	D		TR	0.46	34.2	C	
	R	0.47	36.8	D	R	0.50	38.8	D		R	0.49	37.7	D	
Westbound	LTR	0.31	29.7	C	LTR	0.42	32.3	C		LTR	0.42	32.3	C	
Northbound	-	-	-	-	-	-	-	-	-	LT	1.05	67.4	E	
	LTR	1.10	86.0	F	LTR	1.17	113.8	F	+	-	-	-	-	
Southbound	-	-	-	-	-	-	-	-	-	R	0.13	13.1	B	
	LTR	0.54	18.4	B	LTR	0.57	19.2	B		LTR	0.57	19.1	B	
Intersection			55.5	E	Intersection			69.8	E	Intersection			45.8	D
York Avenue & East 71st Street ⁽¹⁾														
Westbound	LTR	0.72	34.1	C	LTR	0.73	34.6	C		LTR	0.735	34.65-9	CD	
Northbound	LTR	0.77	28.9	C	LTR	0.82	31.7	C		LTR	0.804	30.25	C	
Southbound	LTR	0.61	23.3	C	LTR	0.64	24.0	C		LTR	0.80	37.9	D	
Intersection			28.8	C	Intersection			30.1	C	Intersection			28.534-5	C
York Avenue & East 66th Street														
Westbound	LTR	0.03	29.1	C	LTR	0.03	29.1	C		LTR	0.03	29.8	C	
Northbound	DefL	0.54	29.7	C	DefL	0.57	32.3	C		DefL	0.55	30.6	C	
Southbound	TR	0.43	13.3	B	TR	0.46	13.7	B		TR	0.46	13.1	B	
	LTR	0.96	46.2	D	LTR	1.01	56.4	E	+	LTR	0.99	51.1	D	
Intersection			33.6	C	Intersection			39.5	D	Intersection			36.2	D
York Avenue & East 65th Street														
Eastbound	LR	1.10	118.3	F	LR	1.14	131.3	F	+	LR	1.11	119.7	F	
Northbound	T	0.31	11.7	B	T	0.33	11.9	B		T	0.33	12.4	B	
Southbound	T	0.60	16.1	B	T	0.61	16.3	B		T	0.62	17.0	B	
Intersection			33.6	C	Intersection			36.2	D	Intersection			34.5	C

Table 17-5 (cont'd)
2019 No Build, Build, and Mitigation Conditions Level of Service Analysis
Weekday PM Peak Hour

Intersection	2019 No Build				2019 Build					2019 Mitigation				
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS	
First Avenue & East 72nd Street														
Eastbound	-	-	-	-	DefL	0.77	46.8	D	+	DefL	0.75	43.1	D	
	LT	0.73	30.5	C	-	-	-	-		-	-	-	-	
Westbound	-	-	-	-	T	0.62	27.8	C		T	0.59	25.3	C	
	TR	0.42	21.4	C	TR	0.45	21.9	C		TR	0.46	20.8	C	
Northbound	L	0.48	40.1	D	L	0.48	40.1	D		L	0.48	40.1	D	
	TR	0.76	20.1	C	TR	0.77	20.5	C		TR	0.81	22.9	C	
Intersection			22.7	C	Intersection			23.6	C	Intersection			24.5	C
First Avenue & East 65th Street														
Eastbound	LT	1.10	101.8	F	LT	1.13	113.2	F	+	LT	1.09	98.6	F	
	TR	0.82	19.8	B	TR	0.84	20.2	C		TR	0.85	21.6	C	
Intersection			33.4	C	Intersection			35.9	D	Intersection			34.6	C
Notes: L = Left Turn, T = Through, R = Right Turn, DefL = <i>de facto</i> Left Turn, LOS = Level of Service + Denotes a significant adverse traffic impact (1) Intersection not impacted but analysis was conducted to incorporate signal-phasing <u>parking regulation</u> changes proposed as mitigation measures in the weekday AM peak hour.														

YORK AVENUE AND EAST 73RD STREET

The significant adverse impacts at the northbound approach, southbound *de facto* left-turn, and southbound through/right-turn of this intersection during the weekday AM peak hour could be fully mitigated by prohibiting northbound left-turns on York Avenue (installing a No Left-Turns 7AM – 7PM Monday through Friday sign); prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the west side of York Avenue on the southbound approach from East 73rd Street to East 74th Street; and shifting 2 seconds of green time from the lead pedestrian interval (LPI) phase to the southbound phase; and shifting 1 second of green time from the LPI to the northbound/southbound phase.

The significant adverse impacts at the northbound and southbound approaches of this intersection during the weekday midday peak hour could be fully mitigated by prohibiting northbound left-turns on York Avenue (installing a No Left-Turns 7AM – 7PM Monday through Friday sign); and prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the west side of York Avenue on the southbound approach from East 73rd Street to East 74th Street; and shifting 1 second of green time from the LPI to the northbound/southbound phase.

The significant adverse impacts at the westbound approach, northbound approach, southbound *de facto* left-turn, and southbound through/right-turn of this intersection during the weekday PM peak hour could be fully mitigated by prohibiting northbound left-turns on York Avenue (installing a No Left-Turns 7AM – 7PM Monday through Friday sign); prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the west side of York Avenue on the southbound approach from East 73rd Street to East 74th Street; shifting 1 second of green time from the LPI phase to the westbound phase; and shifting 3 seconds of green time from the LPI phase to the southbound phase.

The daylighting of the west curb of the southbound approach would prohibit parking at approximately 2 on-street parking spaces during the weekday AM, midday, and PM peak hours.

YORK AVENUE AND EAST 72ND STREET

The significant adverse impacts at the eastbound *de facto* left-turn and the northbound approach of this intersection during the weekday AM, midday, and PM peak hours could be fully mitigated by prohibiting parking (installing a No Standing 7AM – 7PM Monday through Friday sign) on the east side of York Avenue on the northbound approach for approximately 100 feet from the intersection to provide a northbound right-turn lane and by shifting the centerline on the eastbound approach 5 feet to the north to provide two (2) 11-foot moving lanes and one (1) 10-foot parking lane.

The daylighting of the east curb of the northbound approach would prohibit parking at approximately 4 metered parking spaces during the weekday AM, midday, and PM peak hours.

YORK AVENUE AND EAST 71ST STREET

The significant adverse impact at the northbound approach of this intersection during the weekday AM peak hour could be fully mitigated by ~~modifying the signal phasing to provide an additional exclusive northbound phase (see Table 17-2)~~ prohibiting parking (installing a No Standing Anytime sign) on the west side of York Avenue on the southbound approach for approximately 60 feet from the intersection to provide a 10-foot southbound right-turn lane.

YORK AVENUE AND EAST 66TH STREET

The significant adverse impact at the northbound approach of this intersection during the weekday midday peak hour could be fully mitigated by shifting 3 seconds of green time from the westbound phase to the northbound phase.

The significant adverse impact at the southbound approach of this intersection during the weekday PM peak hour could be fully mitigated by shifting 1 second of green time from the westbound phase to the northbound/southbound phase.

YORK AVENUE AND EAST 65TH STREET

The significant adverse impact at the eastbound approach of this intersection during the weekday AM and midday peak hours could be fully mitigated by shifting 2 seconds of green time from the northbound/southbound phase to the eastbound phase.

The significant adverse impact at the eastbound approach of this intersection during the PM peak hour could be fully mitigated by shifting 1 second of green time from the northbound/southbound phase to the eastbound phase.

YORK AVENUE AND EAST 61ST STREET

The significant adverse impact at the westbound right-turn of this intersection during the weekday AM peak hour could be fully mitigated by shifting 1 second of green time from the northbound/southbound phase to the westbound phase.

FIRST AVENUE AND EAST 72ND STREET

This intersection is not impacted during the weekday AM peak hour. However, the signal timing was adjusted under the mitigation conditions (shifting 1 second of green time from the northbound phase to the eastbound/westbound phase) in order to accommodate the proposed mitigation measures at the intersection of York Avenue and East 73rd Street as described above.

The significant adverse impact at the eastbound *de facto* left-turn of this intersection during the weekday PM peak hour could be fully mitigated by shifting 2 seconds of green time from the northbound phase to the eastbound/westbound phase.

FIRST AVENUE AND EAST 65TH STREET

The significant adverse impact at the eastbound approach of this intersection during the weekday AM, midday, and PM peak hours could be fully mitigated by shifting 1 second of green time from the northbound phase to the eastbound phase.

EFFECTS OF TRAFFIC MITIGATIONS ON PEDESTRIAN OPERATIONS

As described above, intersection operations would change with the implementation of the recommended traffic mitigation measures. These measures would include changes to existing signal timings and lane utilizations. A review of the effects of these changes on pedestrian circulation and service levels at intersection corners and crosswalks showed that they would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

C. CONSTRUCTION

TRANSPORTATION

As discussed in Chapter 15, “Construction,” the peak construction traffic increments would be lower than the full operational traffic increments associated with the proposed project in 2019. Therefore, the potential traffic impacts during peak construction would be within the envelope of significant adverse traffic impacts identified for the Build condition in Chapter 9, “Transportation.” Nonetheless, because existing and No Build traffic conditions at some of the study area intersections through which construction-related traffic would also travel were determined to operate at unacceptable levels during commuter peak hours, it is possible that significant adverse traffic impacts could occur at some or many of these locations during construction. In order to alleviate construction traffic impacts, measures recommended to mitigate impacts associated with the operational traffic of the proposed project could be implemented during construction before full build-out of the proposed project. As detailed above, measures to mitigate the operational traffic impacts in 2019 were recommended for implementation at 10 out of the 11 different impacted intersections during weekday peak hours. These measures would encompass primarily signal timing adjustments and other operational measures, all of which could be implemented earlier at the discretion of NYCDOT to address actual conditions experienced at that time. However, traffic impacts during construction at the York Avenue and East 79th Street intersection would likewise be unmitigated. ~~Between the Draft and Final EIS,~~ In coordination with NYCDOT, additional analysis of construction traffic ~~will be~~ was prepared as presented in Chapter 15, “Construction,” of the FEIS. The proposed project would result in significant adverse traffic impacts at three different intersections during the PM construction peak hour. The significant adverse impacts at the intersections of York Avenue and East 73rd Street and First Avenue and East 72nd Street could be fully mitigated by applying mitigation measures similar to those proposed for mitigation under the operational conditions. Similar to the operational conditions, significant adverse impacts at the intersection of York Avenue and East 79th Street could not be fully mitigated during the PM construction peak hour. *