A. INTRODUCTION

In accordance with the *New York City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation to reduce or eliminate the impacts to the fullest extent practicable is developed and evaluated. However, since the programming of the Later Phases-Island Redevelopment has not been specifically proposed, defined, or designed, the potential for significant adverse impacts will be identified and disclosed, along with feasible mitigation measures, in future environmental review. For Phase I and Later Phases-Parks and Public Spaces, the only significant adverse impacts identified in Chapters 2 through 21 above were transportation-related. The recommended mitigation measures are discussed below.

B. TRANSPORTATION

TRAFFIC

As discussed in Chapter 15, "Transportation," under "2030 Build Condition," two approaches/lane groups were predicted to experience significant adverse traffic impacts in the Build condition. **Table 23-1** summarizes the recommended mitigation measures that are subject to review and approval by NYCDOT.

Table 23-1
Recommended Traffic Mitigation Measures

Intersection	AM Peak Hour	Midday Peak Hour	PM Peak Hour
Signalized Intersections			
South Street/Old Slip	No Changes	Shift one second of green time from the NB/SB phase to the WB phase.	No Changes
Joralemon Street/ Furman Street	No Changes	No Changes	Shift one second of green time from the SB phase to the EB/WB phase.
Notes: L = Left Turn, T = Through, R = Right Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.			

With these mitigation measures in place, all of the impacted intersection approaches/lane groups would operate at the same or better service conditions as the No Build condition. **Table 23-2** compares the LOS conditions for the 2030 No Build, Build, and Build with Mitigation conditions.

Table 23-2
2030 No Build, Build, and Build with Mitigation Conditions
Level of Service Analysis

Intersection/ Approach	No Build				Build				Build with Mitigation			
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS
South Street/Old Slip – Midday peak hour												
Westbound	TR	0.86	47.2	D	TR	0.91	53.8	D +	TR	0.88	48.6	D
Northbound	L	0.15	22.4	C	L	0.16	22.4	C	L	0.16	23.2	C
	TR	0.46	27.2	C	TR	0.49	27.8	C	TR	0.51	29.0	C
Southbound	R	0.32	25.0	C	R	0.33	25.3	C	R	0.35	26.2	C
	Intersection		35.4	D	Intersection		38.6	D	Intersection		36.8	D
Joralemon Street/Furman Street – PM peak hour												
Eastbound	R	0.80	64.0	E	R	0.87	77.0	E +	R	0.82	65.2	E
Westbound	LT	0.23	30.0	C	LT	0.24	30.0	C	LT	0.22	28.8	C
Southbound	TR	0.51	9.5	A	TR	0.52	9.5	A	TR	0.53	10.1	B
	Intersection		16.2	B	Intersection		18.1	B	Intersection		17.2	B

Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service.
+ implies a significant adverse impact

PEDESTRIANS

As discussed in Chapter 15, "Transportation," although the south crosswalk at the intersection of Peter Minuit Plaza and State Street operates with an exclusive pedestrian phase (20 seconds out of the 90-second total cycle length), the traffic volumes through this crosswalk are minimal (i.e., approximately 10 eastbound right-turning vehicles per hour). By allowing pedestrians to cross the south crosswalk during the east-west green traffic signal phase (Phase A), it would add 37 seconds of pedestrian crossing time with minimal effect on turning vehicles, and would improve the level of service (LOS) at this crosswalk from LOS E to LOS B during both midday and PM peak 15-minute periods (see **Tables 23-3** and **23-4**). In addition, widening the west crosswalk at State Street and Whitehall Street by one foot would improve the LOS at this crosswalk to acceptable levels during the midday and PM peaks when compared with the No Build condition.

Therefore, with the above described mitigation measures, the Proposed Project would not result in any significant adverse pedestrian impacts under the Build condition.

Table 23-3
Recommended Pedestrian Mitigation Measures

Crosswalk	AM Peak Hour	Midday Peak Hour	PM Peak Hour
Signalized Intersections			
South Crosswalk at State Street and the M15 Bus Loop at Peter Minuit Plaza	No Changes	Allow pedestrians to cross south crosswalk during the EB/WB traffic green phase (Phase A).	Allow pedestrians to cross south crosswalk during the EB/WB traffic green phase (Phase A).
West Crosswalk at State Street and Whitehall Street	No Changes	Widen the west crosswalk by one foot.	Widen the west crosswalk by one foot.

Table 23-4
2030 No Build, Build, and Build with Mitigation Conditions
Crosswalk Analysis

Intersection/ Crosswalk	No Build		Build		Build with Mitigation	
	SFP	LOS	SFP	LOS	SFP	LOS
State Street and M15 Bus Loop at Peter Minuit Plaza – Midday Peak 15 Minutes						
South Crosswalk	18.0	D	14.6	E	57.8	B
State Street and M15 Bus Loop at Peter Minuit Plaza – PM Peak 15 Minutes						
South Crosswalk	15.6	D	13.0	E	52.7	B
State Street and Whitehall Street – Midday Peak 15 Minutes						
West Crosswalk	17.7	D	15.1	D	16.2	D
State Street and Whitehall Street – PM Peak 15 Minutes						
West Crosswalk	9.9	E	8.9	E	9.6	E

Note: SFP = square feet per pedestrian

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