TECHNICAL MEMORANDUM 006
NEW YORK CITY BOROUGH-BASED JAIL SYSTEM
CEQR No. 18DOC001Y
ULURP Nos. 190333 PSY, N190334 ZRY, 190335 ZSX, 190336 ZMX, N190337 ZRX, 190338 HAX, 190339 ZSK, 190340 ZSM, 190341 PQM, 190342 ZSQ, 190116 MMK, 190252 MMM, 190117 MMQ
April 30, 2024

A. INTRODUCTION

The City of New York, through the New York City Department of Correction (DOC) and the Mayor's Office of Criminal Justice (MOCJ), is proposing to implement the New York City Borough-Based Jail System project as part of the City's continued commitment to create a modern, humane, and safe justice system. On August 23, 2019, DOC, as lead agency, issued a Notice of Completion for the Final Environmental Impact Statement (FEIS) for the proposal. The City Planning Commission (CPC) approved the proposal on September 3, 2019 and referred the application to the New York City Council (City Council). The actions as approved by the CPC are referred to as the "FEIS project" in this Technical Memorandum.

Following issuance of the Notice of Completion, City Council proposed certain modifications to the Uniform Land Use Review Procedure (ULURP) applications as a result of its review. These modifications were assessed in a Technical Memorandum dated October 11, 2019 (Technical Memorandum No. 1) and subsequently approved by the City Council on October 17, 2019. Subsequent modifications to the project by DOC and MOCJ related to the scope of the original City Council approval, including changes to the build/analysis year, programmatic changes to support areas and parking, and the relocation of the accessory parking garage curb cut for the Manhattan Borough-Based Jail, were assessed in a Technical Memorandum dated October 14, 2020 (Technical Memorandum No. 2). Further analysis of the effects of this Manhattan curb cut relocation was necessary due to changes associated with a new nearby bicycle lane (independent of the Borough-Based Jails System project). This was addressed and assessed in Technical Memorandum No. 3, which was specific to changes associated to the Manhattan Borough-Based Jail, dated and issued July 28, 2021. A mayoral zoning override (specifically related to a relocation of the accessory parking garage curb cut for the Manhattan site) relied on both the assessments provided in Technical Memorandum No. 2 and Technical Memorandum No. 3.

As discussed in this Technical Memorandum, additional changes specific to the Bronx Borough-Based Jail are presented and assessed. These changes are related to reductions from the FEIS project to the anticipated population/beds in the Bronx, a change to the anticipated completion year of the modified project, changes to the number of parking spaces associated with the Bronx Site, and an overall update to the transportation analyses with more current traffic data and traffic conditions.

The project as described in the FEIS would result in the construction of four detention facilities (one in each borough for the Bronx, Brooklyn, Manhattan, and Queens), with community facility and/or retail space at each site along with support space for quality educational programming, recreation, therapeutic services, publicly accessible community space, and staff parking. Per the two preceding Technical Memoranda relevant to the Bronx (Technical Memorandum No. 1 and Technical Memorandum No. 2), the project was modified subsequent to the FEIS with several changes, including, most notably, a reduction in the number of beds for people in detention at each facility, modest reductions to the program floor area at each site, a change to the anticipated completion year of the project, and changes to the number of parking spaces at the Bronx and Queens Sites (hereafter the "previously modified project").

It is imperative to note the modifications to the project require an overview/assessment of the effects on transportation. The newly modified project would not result in any changes to height, bulk of the maximum zoning envelope, permitted floor area, setbacks, or approved ULURP site plan for the Bronx Site. Consequently, this Technical Memorandum does not address or assess the environmental implications or effects as it relates to other technical areas, such as zoning, land use, and public policy; socioeconomic conditions; neighborhood character; community facilities; air quality; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; eliminate change; energy; shadows; historic and cultural resources; urban design and visual resources; natural resources; and hazardous materials.

The project modifications outlined in this Technical Memorandum are referred to as the "newly modified project" and are summarized below. This Technical Memorandum describes the proposed changes and analyzes whether the newly modified project would result in any new or different significant adverse transportation environmental impacts not already identified in the FEIS or preceding Memoranda for the Bronx Borough-Based Jail Site. As set forth below, this Technical Memorandum concludes that the modified project would not result in any new significant adverse impacts not already identified in the FEIS.

B. DESCRIPTION OF THE NEWLY MODIFIED PROJECT

Prior to 2022, the Bronx Site was occupied by the NYPD Bronx Tow Pound and contained a small office structure and storage sheds but since then the site has been vacant. This Technical Memorandum conservatively assumes that the Bronx project site would be unoccupied, and that Rikers Island would continue operating as the city's main detention center under the No-Action condition. Therefore, the analysis provided in this Technical Memorandum is based on the increment of the newly modified project, described below, to the No-Action condition described in the FEIS (see **Table 1**) and is equivalent to 1,040 beds, 28,500 sf local retail space, and 42,500 sf community facility space.

The newly modified project includes the changes discussed below and summarized in **Table 1**. At this time, DOC and MOCJ project that each of the detention facilities, including the Bronx Site, would need to house approximately 1,040 beds. In comparison, the FEIS project would have provided approximately 1,150 beds and the previously modified project would have provided approximately 886 beds. This change would also result in a proportional change in the number of uniformed employees in the detention facility. The on-site staff parking garage would be reduced to 120 spaces, as compared to 575 spaces provided in the FEIS and 295 spaces provided in the previously modified project. These programmatic details are reflected in the following analyses.

While the courthouse space will most likely not be included in the final program, it was conservatively included in the analysis for the purposes of consistency and comparison with previous analyses. Should the space be retained, it would be utilized solely as support space for the detention facility.

In addition, it is anticipated that the construction of the project is expected to be completed by 2030 instead of 2027 (as per the previously modified project). Based on the revised schedule, the Bronx Site is anticipated to begin construction in early 2025 and complete construction by mid-2030. This Technical Memorandum analyzes the transportation effects of a completion year of 2030.

Based on the proposed changes, it is assumed that proposed project modifications would not alter the conclusions of the FEIS with respect to land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; urban design and visual resources; historic and cultural resources; hazardous materials; natural resources; water and sewer infrastructure; solid waste and sanitation services; air quality, energy; noise; public health, neighborhood character; greenhouse gases and climate change and construction.

Table 1
Bronx Site Project Details

Project Elements	No-Action (1)	FEIS	Previously Modified	Newly Modified	Newly Modified Increment
Beds	0	1,150	886	1,040	1,040
Other Uses[2]	0	Local Retail (28,500 sf) / Community Facility (42,500 sf) / Residential (235 Dus)	Local Retail (28,500 sf) / Community Facility (42,500 sf) / Residential (235 Dus)	Local Retail (28,500 sf) / Community Facility (42,500 sf) / Residential (235 Dus)	Local Retail (28,500 sf) / Community Facility (42,500 sf) / Residential (235 Dus)
Parking Spaces	0	575	295	120	120
Construction Completion	-	2026	2027	2030	-

Notes:
(1) The No-Action condition remains the same as discussed in the FEIS.
(2) The planned community facility and local retail spaces would be located in two buildings. The detention center facility includes 27,000 and 13,000 gsf of community center space and local retail space, respectively. The remaining 15,550 gsf of community center space and 15,500 gsf of local retail space is assumed to be within the adjacent proposed mixed-use building with 235 DUs (a development spearheaded by the New York City Department of Housing Preservation and Development).

C. TRIP GENERATION & SCREENING

METHODOLOGY

The 2021 *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the project. According to the *CEQR Technical Manual*, if the proposed project is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted in this Technical Memorandum. When these thresholds are exceeded, detailed trip assignments (a Level 2 analysis) are to be

performed to estimate the incremental trips that would be incurred at specific transportation elements and to identify potential locations for further analyses in this Technical Memorandum. If the trip assignments show that the project would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted in this Technical Memorandum to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the project's land uses are primarily consistent with the factors discussed and summarized in Section 2.10, "Transportation-Bronx," of the FEIS. A majority of these factors were based on data provided by DOC and Correctional Health Services (CHS) and data from counts conducted at existing detention facilities in Manhattan and Brooklyn. Some modal splits were also based on data from surveys conducted at existing detention facilities in Manhattan and Brooklyn. Some factors summarized in the FEIS were updated based on the 2021 *CEQR Technical Manual,* census data for Bronx census tracts, and data provided by NYCDOT. The community facility use was conservatively assumed as medical office space as per guidance received from NYCDOT and utilized the most recent NYCDOT trip generation and other planning factors for medical offices in the Bronx. Also consistent with the FEIS, all factors are shown for the weekday AM, midday, and PM peak hours and the Saturday peak hour. These factors are presented in **Table 2**.

Table 2
Transportation Planning Factors - Bronx Site

Land Use:	Uniformed Staff	Non-Uniformed Staff	Clinic Staff	Authorized Visitors	Other Visitors	Court Staff	Court Visitors	Community Facility (Medical Office)	Local Retail	Residential
Trip Generation:	(1)	(1)	(1)	(1)	(3)	(9)	(9)	(6)	(6)	(6)
Weekday	2.00	2.00	2.00	0.89	0.3	4.7	2.5	(see note 12)	329.0	8.18
Saturday	2.00	2.00	2.00	0.19	0.3	0.0	0.0	37.0	358.0	9.08
	trips/employee	trips/employee	trips/employee	trips/bed	trips/bed	trips/employee	trips/visitor	per 1,000 sf	per 1,000 sf	per DU
Temporal Distribution:	(1)	(1)	(1)	(1)	(3)	(9)	(9)	(6,10)	(6,10)	(6,10)
AM	29.1%	36.6%	3.3%	5.2%	0.5%	0.0%	0.0%	2.4%	1.5%	5.3%
Midday	29.8%	39.0%	10.3%	4.4%	9.6%	12.5%	12.5%	8.4%	8.5%	5.5%
PM	0.0%	0.0%	0.0%	8.2%	9.0%	8.2%	8.2%	8.5%	10.9%	8.5%
Saturday	29.0%	39.0%	10.3%	4.3%	11.7%	0.0%	0.0%	6.1%	9.3%	6.5%
	(2)	(4)	(4)	(4)	(2)	(4,9)	(9)	(8)	(8)	(13)
Modal Splits:	All Periods	All Periods	All Periods	All Periods	All Periods	AM / MD	All Periods	All Periods	All Periods	All Periods
Auto	85.0%	46.6%	46.6%	46.6%	20.0%	46.6% / 1.0%	20.0%	26.0%	11.0%	15.3%
Taxi	3.0%	0.5%	0.5%	0.5%	2.0%	0.5% / 1.0%	2.0%	10.0%	0.0%	1.3%
Subway	10.0%	30.6%	30.6%	30.6%	65.0%	30.6% / 8.0%	65.0%	23.0%	2.0%	58.8%
Bus	1.0%	11.9%	11.9%	11.9%	11.0%	11.9% / 7.0%	11.0%	14.0%	3.0%	13.5%
Walk/Ferry/Other	1.0%	10.4%	10.4%	10.4%	2.0%	10.4% / 83.0%	2.0%	27.0%	84.0%	11.1%
	100.0%	100.0%	100.0%	100.0%	100.0%	100% / 100%	100.0%	100.0%	100.0%	100.0%
	(1)	(1)	(1)	(1)	(3)	(9)	(9)	(6,10)	(6,10)	(6,10)
In/Out Splits:	In / Out	In / Out	In / Out	In / Out	In / Out	In / Out	In / Out	In / Out	In / Out	In / Out
AM	65% / 35%	100% / 0%	100% / 0%	60.8% / 39.2%	100.0% / 0.0%	83% / 17%	83% / 17%	78% / 22%	54% / 46%	23% / 77%
Midday	37% / 63%	0% / 100%	100% / 0%	73.1% / 26.9%	47.6% / 52.4%	70% / 30%	70% / 30%	45% / 55%	51% / 49%	55% / 45%
PM	50% / 50%	50% / 50%	50% / 50%	31.8% / 68.3%	55.3% / 44.7%	25% / 75%	25% / 75%	39% / 61%	50% / 50%	62% / 38%
Saturday	43% / 57%	0% / 100%	100% / 0%	71.4% / 28.6%	26.9% / 73.1%	0% / 100%	0% / 100%	37% / 63%	50% / 50%	50% / 50%
Vehicle Occupancy:	(2)	(4,5)	(4,5)	(4,5)	(2)	(9)	(9)	(8)	(8)	(13)
Auto	1.15	1.12	1.12	1.12	1.50	1.20	1.50	1.60	2.10	1.09
Taxi	1.00	1.40	1.40	1.40	1.00	1.20	1.00	1.60	2.10	1.09
Truck/bus										
Trip Generation:	(1)					(9)		(8)	(6)	(6)
Weekday	0.06					0.14		0.29	0.35	0.06
Saturday	0.06					0.00		0.29	0.04	0.02
	per bed					per 1,000 sf		per 1,000 sf	per 1,000 sf	per DU
	(1)					(9)		(8)	(6)	(6)
AM	2.9%					8.0%		3.0%	8.0%	12.0%
Midday	5.9%					11.0%		11.0%	11.0%	2.0%
PM	9.8%					2.0%		1.0%	2.0%	2.0%
Saturday	5.9%					0.0%		0.0%	11.0%	9.0%
	In / Out					In / Out		In / Out	In / Out	In / Out
All	55.0% / 45.0%					50.0% / 50.0%		50.0% / 50.0%	50.0% / 50.0%	50.0% / 50.0%

Notes :

(1) Trip generation rate, temporal distribution, and in/out splits assumes DOC & CHS staff do not typically leave facility during their 8-hour work shifts. DOC & CHS temporal distribution and in/out splits are derived from DOC & CHS staff schedule and information for existing Manhattan and Brooklyn jails. Authorized Visitor rates are derived from day-time count data collected at the Manhattan and Brooklyn jails in July 2018. Rates were determined by discounting expected trips made by DOC & CHS staff from the count data. Authorized Visitor Saturday trip generation rate based on similar ratio between weekday and saturday rates for office use provided in Table 16-2 of the 2021 City Environmental Quality (CEQR) Technical Manual (3.9 trips/18 trips = 0.22 ratio).
(2) Based on survey data collected at Manhattan and Brooklyn Houses of Detention, May and June 2018; modal splits adjusted to reflect non-CBD area.
(3) Based on Manhattan and Brooklyn House of Detention average hourly weekday and weekend visitation data for 2017 provided by DOC.
(4) Based on AASHTO CTTP reverse journey to work 5-Year (2012-2016) data for Bronx County Census Tract 19, 27.02, 31, 33, 35, 37, 39 and 41.
(5) Taxi occupancy rate based on Special Hunts Point Rezoning EAS, 2008.
(6) Based on 2021 City Environmental Quality Review (CEQR) Technical Manual.
(7) Based on Downtown Jamaica Redevelopment Plan FEIS, 2007.
(8) Based on data provided by NYCDOT.
(9) Based on 330 Jay Street FEIS, 1999.
(10) Based on DOT 24 hour citywide land-use distribution data; AM peak 6:30-7:30 used 7:00-8:00 data, midday and Saturday peak 2:45-3:45 used 3:00-4:00 data.
(11) Based on Spofford Campus FEIS, 2018.
(12) Weekday trip rate was 74.6 per 1,000 sf for medical office less than 15,000 sf, for medical office larger than 15,000 sf, used the equation: 66.626X+141.77, where X=size of gsf in 1,000 sf.
(13) Based on 2015-2019 five-year census journey to work data for Bronx County Census Tract 19, 27.02, 31, 33, 35, 37, 39 and 41.

DEMAND FORECAST & LEVEL 1 SCREENING

Under the newly modified project that would be implemented, there would be 1,040 beds along with 462 (weekday) and 392 (Saturday) uniformed staff at the Bronx Site. Additionally, there would be 144 non-uniformed staff, 93 clinical/medical staff, 55 court staff, and 175 parole court visitors daily. This represents the incremental difference compared to the No-Action condition, as it is assumed that the detention facility is not functional in the No-Action condition. Compared to the With-Action condition discussed in the FEIS, which would have provided 1,150 beds along with 513 (weekday) and 435 (Saturday) uniformed staff, there would also be fewer authorized visitors and other visitors under the newly modified project because there will be fewer beds.

Accordingly, the jail portion of the project would generated fewer vehicle, transit, and pedestrian incremental trips and less parking demand for on- and off-street public parking compared to the FEIS project.

Based on the trip generation assumptions mentioned above, **Table 3** shows estimates of the total net incremental changes in peak-hour person and vehicle trips that would occur in 2030 with the implementation of the newly modified project compared to the No-Action Condition. **Table 3** summarizes those trips by mode and peak hour. As shown in **Table 3**, the newly modified project would generate 709 incremental person trips (in and out combined) in the weekday AM peak hour, 1,518 incremental person trips in the weekday midday peak hour, 1,343 incremental person trips in the weekday PM peak hour, and 1,351 incremental person trips in the Saturday peak hour. As shown in **Table 3**, the newly modified project would generate a net total of approximately 334, 438, 192, and 344 (in and out combined) incremental vehicle trips (including auto, taxi, and truck trips) during these same periods, respectively. The newly modified project would generate peak-hour subway trips amounting to approximately 154, 272, 244, and 207 incremental trips, respectively, and bus trips amounting to approximately 48, 103, 101, and 75 incremental trips, respectively. Lastly, trips made entirely on foot (walk-only trips) would amount to a net total of approximately 139, 628, 740, and 658 incremental trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Total pedestrian trips (including walk-only trips and pedestrians en route to/from nearby subway stations and bus stops) would amount to a net total of approximately 341, 1,003, 1,085, and 940 incremental trips during the weekday AM, midday, and PM and Saturday peak hours, respectively. Therefore, the newly modified project would likely exceed CEQR thresholds for further traffic and pedestrian screening/analyses in at least one of the analyzed peak hours.

Tables 4a and **4b** show a summary of peak-hour person and vehicle trips that would occur with the implementation of the FEIS project and the newly modified project, respectively. **Table 4c** shows a summary of the estimates of the total net incremental changes in peak-hour person and vehicle trips that would occur in 2030 with the implementation of the newly modified project compared to the trips analyzed in the FEIS project. As shown in **Table 4c**, compared to the FEIS project, the newly modified project increment would generate approximately seven, 28, 85, and 19 more incremental vehicle trips in the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively. This would represent increases ranging from approximately two to 79 percent in net incremental peak hour vehicle trips compared with the trips analyzed in the FEIS project. As shown in **Table 4b**, vehicle trips generated by the newly modified project would exceed the 50-trip threshold in all peak hours. As such, a Level 2 screening assessment and a detailed traffic analysis are conducted in this Technical Memorandum to also account for changes to the street network, minor changes to the assignment to several uses as result of recent census data, and changes to existing vehicular volumes from 2018 to 2023 within the study area.

Table 3
Travel Demand Forecast – Bronx Site

Land Use:		Uniformed Staff		Non-uniformed Staff		Clinic Staff		Authorized Visitors		Other Visitors		Bronx Court Staff		Bronx Court Visitors		Bronx Community Center (Medical Office)		Bronx Local Retail		Residential		Total	
Size/Units:	**Weekday**	462		144		93		1,040 beds		1,040 beds		55 Staff		175 Visitors		42,500 gsf		28,500 gsf		235 DU			
	Saturday	392		144		93						10,000 gsf											
Peak Hour Trips:																							
	AM	269		105		6		48		2		0		0		72		105		102		709	
	Midday	275		112		19		41		30		32		55		250		598		106		1,518	
	PM	0		0		0		76		28		21		36		252		767		163		1,343	
	Saturday	227		112		19		9		37		0		0		96		712		139		1,351	
Person Trips:																							
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	149	80	49	0	3	0	14	9	0	0	0	0	0	0	15	4	6	5	4	12	240	110
	Taxi	5	3	1	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	1	12	6
	Subway	17	9	32	0	1	0	9	6	2	0	0	0	0	0	13	4	1	1	14	45	89	65
	Bus	2	1	12	0	1	0	3	2	0	0	0	0	0	0	8	2	2	1	3	11	31	17
	Walk/Ferry/Other	2	1	11	0	1	0	3	2	0	0	0	0	0	0	14	4	48	41	3	9	82	57
	Total	175	94	105	0	6	0	29	19	2	0	0	0	0	0	56	16	57	48	24	78	454	255
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Midday	**Auto**	86	147	0	52	9	0	14	5	3	3	0	0	8	3	29	36	34	32	10	7	193	285
	Taxi	3	5	0	1	0	0	0	0	0	0	0	0	1	0	11	14	0	0	1	1	16	21
	Subway	10	18	0	34	6	0	10	3	9	11	2	1	25	11	26	32	6	6	34	28	128	144
	Bus	1	2	0	13	2	0	4	1	2	2	2	1	4	2	16	19	9	9	8	6	48	55
	Walk/Ferry/Other	1	2	0	12	2	0	3	1	0	0	18	8	1	0	30	37	256	246	6	5	317	311
	Total	101	174	0	112	19	0	31	10	14	16	22	10	39	16	112	138	305	293	59	47	702	816
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	0	0	0	0	0	0	11	24	3	3	2	7	2	4	26	40	42	42	15	9	101	129
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	15	0	0	1	1	11	17
	Subway	0	0	0	0	0	0	7	17	10	8	2	5	6	18	23	35	8	8	60	37	116	128
	Bus	0	0	0	0	0	0	3	6	2	2	1	1	1	3	14	22	12	12	14	8	47	54
	Walk/Ferry/Other	0	0	0	0	0	0	3	5	0	0	1	2	0	1	26	41	321	322	11	7	362	378
	Total	0	0	0	0	0	0	24	52	15	13	6	15	9	27	99	153	383	384	101	62	637	706
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto**	83	110	0	52	9	0	3	1	2	5	0	0	0	0	9	16	39	39	11	11	156	234
	Taxi	3	4	0	1	0	0	0	0	0	1	0	0	0	0	4	6	0	0	1	1	8	13
	Subway	10	13	0	34	6	0	2	1	6	18	0	0	0	0	8	14	7	7	41	40	80	127
	Bus	1	1	0	13	2	0	1	0	1	3	0	0	0	0	5	8	11	11	9	9	30	45
	Walk/Ferry/Other	1	1	0	12	2	0	1	0	0	1	0	0	0	0	10	16	299	299	8	8	321	337
	Total	98	129	0	112	19	0	7	2	9	28	0	0	0	0	36	60	356	356	70	69	595	756

Note: 25% linked trip credit taken for local retail use for all peak hours.

Table 3
Travel Demand Forecast – Bronx Site (cont.)

Land Use:		Uniformed Staff	Non-uniformed Staff	Clinic Staff	Authorized Visitors	Other Visitors	Bronx Court Staff	Bronx Court Visitors	Bronx Community Center (Medical Office)	Bronx Local Retail	Residential	Total
Size/Units:	**Weekday**	462	144	93	1,040 beds	1,040 beds	55 Staff	175 Visitors	42,500 gsf	28,500 gsf	235 DU	
	Saturday	392	144	93			10,000 gsf					
Peak Hour Trips:												
	AM	269	105	6	48	2	0	0	72	105	102	709
	Midday	275	112	19	41	30	32	55	250	598	106	1,518
	PM	0	0	0	76	28	21	36	252	767	163	1,343
	Saturday	227	112	19	9	37	0	0	96	712	139	1,351

Vehicle Trips :

		Uniformed Staff		Non-uniformed Staff		Clinic Staff		Authorized Visitors		Other Visitors		Bronx Court Staff		Bronx Court Visitors		Bronx Community Center (Medical Office)		Bronx Local Retail		Residential		Total	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	130	70	44	0	3	0	13	8	0	0	0	0	0	0	9	3	3	2	4	11	206	94
	Taxi Balanced	8	8	1	1	0	0	0	0	0	0	0	0	0	0	5	5	0	0	1	1	15	15
	Truck/Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
	Total	139	79	45	1	3	0	13	8	0	0	0	0	0	0	14	8	3	2	6	13	223	111
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Midday	**Auto**	75	128	0	46	8	0	13	4	2	2	0	0	5	2	18	23	16	15	9	6	146	226
	Taxi	3	5	0	1	0	0	0	0	0	0	0	0	1	0	7	9	0	0	1	1	12	16
	Truck/Bus	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	5	5
	Total	85	138	1	47	8	0	13	4	2	2	0	0	6	3	35	40	17	16	12	9	179	259
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	0	0	0	0	0	0	10	21	2	2	2	6	1	3	16	25	20	20	14	8	65	85
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	15	0	0	2	2	18	18
	Truck/Bus	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
	Total	3	3	0	0	0	0	10	21	2	2	2	6	2	4	31	40	20	20	16	10	86	106
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto**	72	96	0	46	8	0	3	1	1	3	0	0	0	0	6	10	19	19	10	10	119	185
	Taxi Balanced	7	7	1	1	0	0	0	0	1	1	0	0	0	0	7	7	0	0	2	2	18	18
	Truck/Bus	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
	Total	81	105	1	47	8	0	3	1	2	4	0	0	0	0	13	17	19	19	12	12	139	205

Note: 25% linked trip credit taken for local retail use for all peak hours.

Table 4a
Summary of Travel Demand Forecast – FEIS Project (1,150 Beds, 1,150 Beds Increment)

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	215	112	327	72	56	128	34	13	47	48	30	78	154	99	253
MD	165	245	410	113	120	233	81	90	171	423	411	834	617	621	1,238
PM	48	59	107	76	81	157	45	52	97	215	219	434	336	352	688
SAT	132	193	325	82	120	202	48	69	117	238	266	504	368	455	823

1- Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Table 4b
Summary of Travel Demand Forecast – Newly Modified Project (1,040 Beds, 1,040 Beds Increment)

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	223	111	334	89	65	154	31	17	48	82	57	139	202	139	341
MD	179	259	438	128	144	272	48	55	103	317	311	628	493	510	1,003
PM	86	106	192	116	128	244	47	54	101	362	378	740	525	560	1,085
SAT	139	205	344	80	127	207	30	45	75	321	337	658	431	509	940

1- Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Table 4c
Comparison Summary of Travel Demand Forecast (Newly Modified – FEIS)

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	8	-1	7	17	9	26	-3	4	1	34	27	61	48	40	88
MD	14	14	28	15	24	39	-33	-35	-68	-106	-100	-206	-124	-111	-235
PM	38	47	85	40	47	87	2	2	4	147	159	306	189	208	397
SAT	7	12	19	-2	7	5	-18	-24	-42	83	71	154	63	54	117

1- Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

As presented in **Table 4c**, compared with the FEIS project, the newly modified project would generate 26, 39, 87, and five more incremental subway trips during the weekday AM, midday, and PM and Saturday peak hours, respectively. This would represent increases ranging from approximately two to 55 percent in net incremental peak hour subway trips compared with the FEIS project. As shown in **Table 4b**, subway trips generated by the newly modified project would exceed the CEQR threshold (200 or more peak hour subway trips) for detailed subway analyses in the weekday PM commuter peak hour with 244 trips. However, as the project site is well served by multiple subway stations and lines (the East 143rd Street-St. Mary's Street station located approximately 0.1 miles to the north of the project site and the Cypress Avenue station located approximately 0.3 miles to the south of the project site, both served by the 6 Lexington Avenue Local and Pelham Bay Park Express lines), it is unlikely that the newly modified project would result in an increase of 200 or more passengers at a single subway station or on a single subway line. As such, similar to the FEIS, detailed subway analyses are not warranted, and significant impacts to surrounding subway stations and subway lines are not likely.

Compared with the FEIS project, the newly modified project would generate an increase in one and four incremental bus trips during the weekday AM and PM peak hours, respectively (refer to **Table 4c**). This would represent increases up to approximately four percent in net incremental

peak hour bus trips compared with the FEIS project. All other periods would decrease slightly. As shown in **Table 4b**, bus trips generated by the newly modified project would exceed the CEQR threshold (50 or more peak hour bus trips in any direction) for a detailed bus analysis in the weekday PM peak period with an incremental increase of 101 bus trips. However, as discussed in the FEIS, two NYCT local bus routes operate within ¼-mile of the Bronx Site – the Bx17 which runs in the Bronx between Port Morris and Fordham Plaza, and the Bx33 which run between Port Morris and Harlem in Manhattan. It is anticipated that the local bus trips generated by the newly modified project would be distributed between the two routes serving the project site and are comprised of trips in both the inbound and outbound directions. As such, it is unlikely that either route would experience 50 or more trips in one direction in any peak hour, and a detailed analysis of local bus conditions is not warranted under *CEQR Technical Manual* guidance.

As presented in **Table 4c**, compared with the FEIS project, the modified project would generate 88, 397, and 117 more incremental pedestrian trips (including walk-only trips, trips to/from area transit services and off-site parking facilities) during the weekday AM, weekday PM, and Saturday peak hours, respectively. During the weekday midday peak hour, the newly modified project would generate 235 fewer pedestrian trips compared to the FEIS project. The increase would represent up to approximately 58 percent in net incremental peak hour pedestrian trips compared with the FEIS project. As shown in **Table 4b**, pedestrian trips generated by the newly modified would exceed the 200-trip threshold in all peak hours. As such, as also discussed in the FEIS, a Level 2 screening assessment is therefore warranted to determine which, if any, pedestrian elements would require quantified analysis.

LEVEL 2 SCREENING

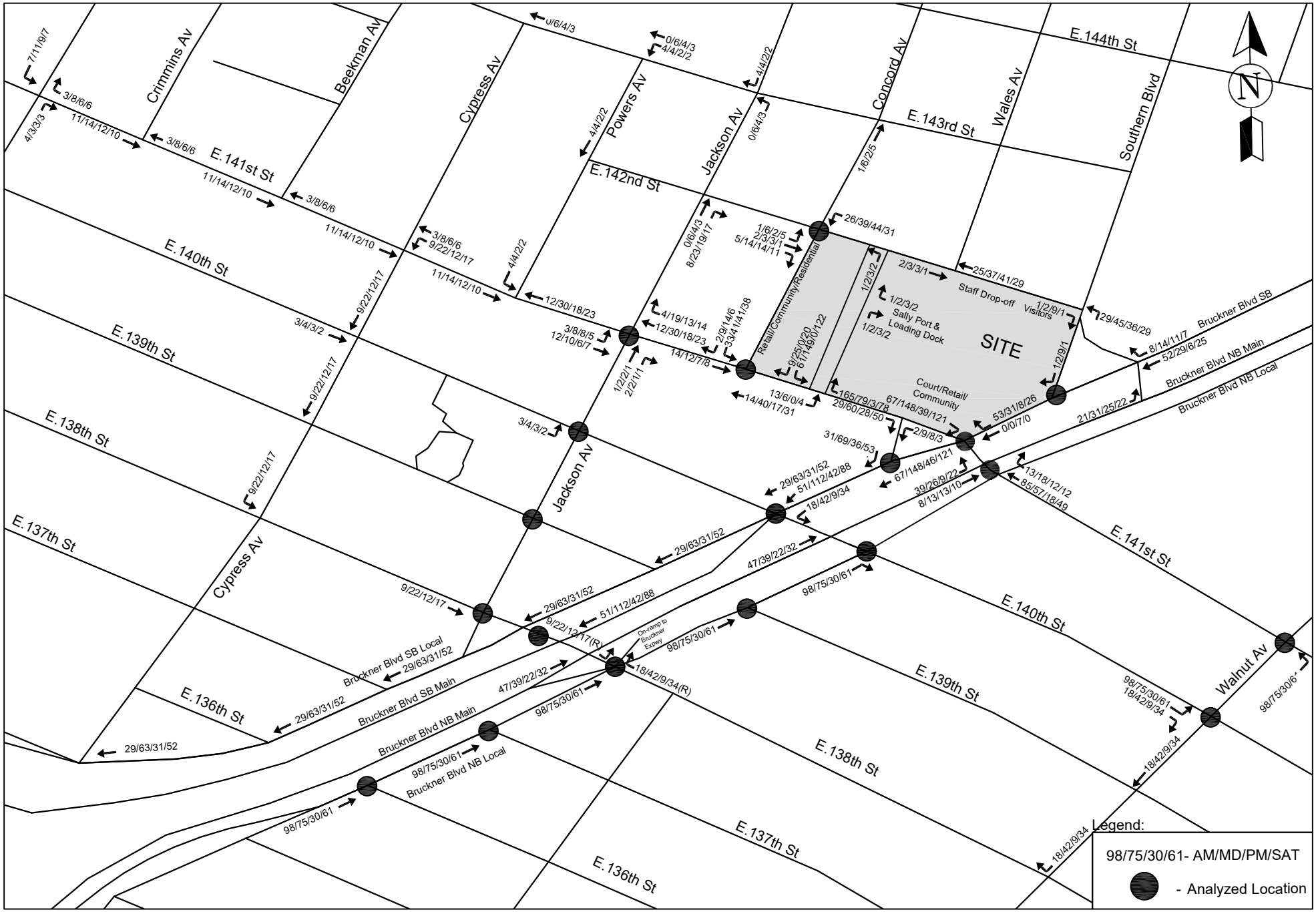
TRAFFIC

Traffic assignment patterns and distributions discussed in the FEIS and used to assign the traffic demand were updated to assign the traffic generated by the newly modified project based on new guidance in the 2021 *CEQR Technical Manual* and recent census data for Bronx census tracts. Based on the *CEQR Technical Manual*, worker auto trips that cannot be accommodated in the on-site parking garage are to be assigned to park at the nearest off-site parking facility with available capacity (and walk to/from the project site). As with the FEIS, worker trips were assigned to the project site, where the staff parking garage would be located. It is also worth noting that given that the on-site garage would likely not accommodate all workers, and with limited off-site parking facilities located within a convenient walking distance (about a quarter mile) to the site, worker auto trips were conservatively assigned to the project site frontage as they would likely approach the site garage or on-street parking in close proximity to the site. Staff, worker, and visitor distributions and patterns remain consistent with the origin-destination data obtained in surveys conducted at existing detention facilities in Manhattan and Brooklyn for the EIS. In addition, population densities were updated based on the most recent (2020) census data of census tracts within a one-mile radius of the project area to assign local trips generated by the proposed medical office.

Figure 1 shows the traffic assignment of vehicle trips for the site, during the weekday AM, weekday midday, weekday PM, and Saturday peak periods. As shown in **Figure 1,** traffic entering and exiting the area in proximity to the site, i.e., the "study area", would generally utilize the corridors that provide direct access to the Bruckner Expressway and the Major Deegan Expressway, as well as the surrounding neighborhood to the north and west. Consistent with the FEIS, for this assignment, it was assumed that the staff parking entrance/exit and the Sally Port entrance would be located along the driveway on East 141st Street between the west frontage of the detention facility and the project's residential component. As the Sally Port is located closer to East 142nd, Sally Port vehicles are assigned to exit the project site at East 142nd Street. Overall, traffic would be concentrated along East 141st Street and Bruckner Boulevard in both directions, as well as East 140th Street, East 139th Street, East 138th Street, Concord Avenue, and Jackson Avenue. Eighteen intersections exceeded the 50 vehicles per hour threshold for detailed traffic in the FEIS. Based on the assignment for the newly modified project, nineteen intersections are expected to exceed the 50 vehicles per hour threshold for detailed traffic analysis. In addition, in the FEIS, detailed traffic analyses were completed for the weekday AM, weekday midday, and Saturday peak periods but were not necessary for the weekday PM peak hour. However, the newly modified project is expected to exceed the 50 vehicles per hour threshold during the PM peak hour at several of the below listed intersections. As such, all 18 intersections (listed below) analyzed in the FEIS plus the intersection of East 142nd Street and Concord Avenue are also analyzed in this Technical Memorandum during the weekday AM, weekday midday, weekday PM, and Saturday peak hours.

Intersections:

1. East 141st Street & Jackson Avenue
2. East 140th Street & Jackson Avenue (stop-controlled)
3. East 139th Street & Jackson Avenue
4. East 138th Street & Jackson Avenue
5. East 141st Street & Concord Avenue (stop-controlled)
6. Southern Boulevard & Bruckner Boulevard (SB)
7. East 141st Street & Bruckner Boulevard (SB)
8. East 141st Street & Bruckner Boulevard (NB)
9. Wales Avenue & Bruckner Boulevard (stop-controlled)
10. East 140th Street & Bruckner Boulevard (SB)
11. East 140th Street & Bruckner Boulevard (NB)
12. East 139th Street & Bruckner Boulevard (NB) (stop-controlled)
13. East 138th Street & Bruckner Boulevard (SB)
14. East 138th Street & Bruckner Boulevard (NB)
15. East 137th Street & Bruckner Boulevard (NB) (stop-controlled)
16. East 136th Street & Bruckner Boulevard (NB) (stop-controlled)
17. Walnut Avenue and East 141st Street (stop-controlled)
18. Walnut Avenue and East 140th Street (stop-controlled)
19. East 142nd Street & Concord Avenue (stop-controlled)



Borough Based Jails - Bronx Site **Figure 1**

Project Increment AM/MD/PM/SAT Peak Hour Traffic Volumes

PEDESTRIANS

As shown in **Table 4b**, the newly modified project would generate 341, 1,003, 1,085, and 940 pedestrian trips during the weekday AM, weekday midday, weekday PM, and Saturday peak periods, respectively. As presented in Section 2.10, "Transportation-Bronx," of the FEIS, pedestrian trips would be concentrated on sidewalks, corners, and crosswalks along corridors providing access to the future detention facility entrances and other uses' entrances. Pedestrian site entrances, subway entrances, bus stops, and the general assignment patterns would remain as analyzed in the FEIS. As such subway riders are expected to utilize elements along corridors connecting the site to nearby subway stations including East 143rd Street-St. Mary's Street (6) and Cypress Avenue (6). Also consistent with the FEIS, trips associated with pedestrians that would primarily walk or utilize one of the project area bus routes would be well dispersed across the study area. A significant portion of pedestrian trips would be walk-only trips and would be generated by the retail and community facility uses. These pedestrian trips are expected to utilize the proposed project's DOC staff and visitor entrances on East 142nd Street, the court entrance on East 141st Street, the detention center building's local retail/community center entrance on 141st Street, and the retail and residential entrances on Concord Avenue.

The FEIS project analyzed five pedestrian elements (two sidewalks and three corner areas) during the weekday midday and Saturday periods. However, based on the pedestrian assignment for the newly modified project, shown in **Figure 2**, three pedestrian elements (two sidewalks and one corner area) are likely to exceed the *CEQR Technical Manual* 200-trip analysis threshold in the weekday AM, midday, PM and Saturday peak hours. Therefore, based on the CEQR guidelines, a detailed pedestrian analysis is necessary at the following pedestrian elements during all peak hours:

Sidewalks

1. East sidewalk on Concord Avenue between East 141st and East 142nd Streets
2. North sidewalk on East 141st Street between Concord Avenue and Bruckner Boulevard

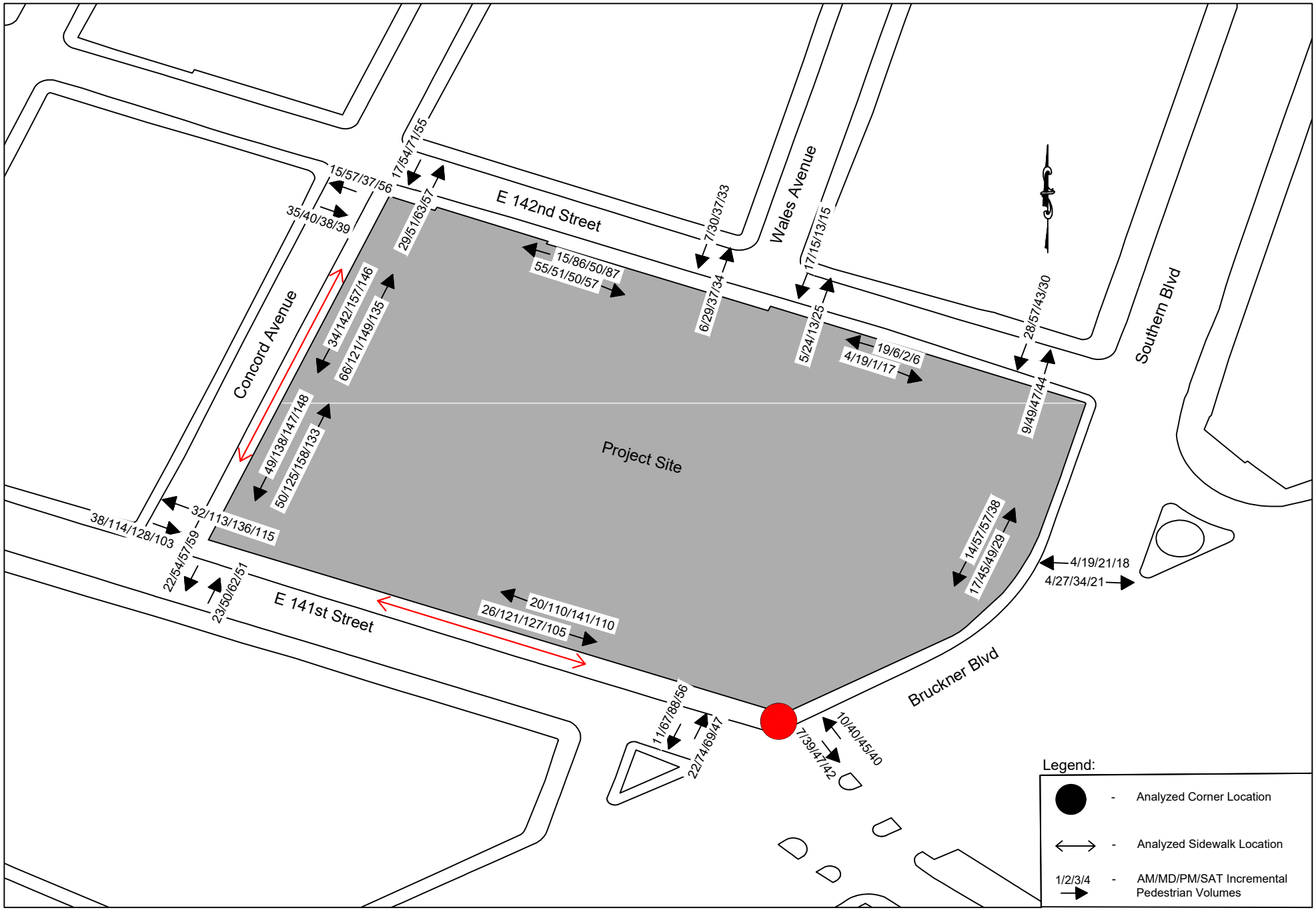
Corner Area

1. Northwest corner of Bruckner Boulevard and East 141st Street

PARKING

According to *CEQR Technical Manual* guidance, on- and off-street parking analyses may be warranted if a quantified traffic analysis is necessary based on the Levels 1 and 2 screening assessments. Based on the screening assessments detailed above, a quantified traffic analysis is warranted, and the parking demand must be evaluated.

A parking demand forecast was prepared to determine if the proposed 120-space on-site accessory parking would be sufficient to accommodate all projected demand under the newly modified project. **Tables 5 and 6** show the estimated future parking demand generated by the newly modified project during a typical weekday and Saturday, respectively. The incremental parking demand is shown as the existing demand is currently accommodated in the study area's parking demand.



Borough Based Jails - Bronx Site

Figure 2

Pedestrian Assignment

Table 5
With-Action Weekday Hourly Parking Accumulation by Use

Hour	Uniformed Staff	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Detainee Visitors	Community Center	Local Retail	Residential	Court Staff	Court Visitors	Total
12-1 AM	70	0	11	0	0	0	0	67	0	0	148
1-2	70	0	11	0	0	0	0	68	0	0	149
2-3	70	0	11	0	0	0	0	69	0	0	150
3-4	71	0	11	0	0	0	0	69	0	0	151
4-5	87	0	11	0	0	0	0	68	0	0	166
5-6	92	0	11	0	0	0	0	67	0	0	170
6-7	198	60	11	1	0	2	0	63	0	0	335
7-8	179	60	21	14	0	8	1	56	0	0	339
8-9	157	60	13	34	1	25	1	42	11	0	344
9-10	161	60	13	46	2	38	2	36	20	2	380
10-11	165	60	13	41	2	41	3	34	20	7	386
11-12	166	60	13	41	2	37	3	33	20	11	386
12-1 PM	186	60	13	47	2	33	3	33	20	9	406
1-2	174	60	13	55	3	36	3	34	20	6	404
2-3	234	47	13	44	4	36	4	35	21	5	443
3-4	138	0	25	54	4	31	5	38	21	7	323
4-5	116	0	14	50	4	22	5	40	15	7	273
5-6	115	0	14	38	4	11	5	44	3	4	238
6-7	111	0	14	19	5	5	5	50	1	1	211
7-8	107	0	14	7	6	1	3	54	0	0	192
8-9	105	0	14	0	3	0	2	59	0	0	183
9-10	76	0	14	0	0	0	1	63	0	0	154
10-11	127	0	14	0	0	0	1	65	0	0	207
11-12	70	0	22	0	0	0	0	66	0	0	158

Note:[1]To be conservative for parking analysis purposes, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities (unlike in the traffic analysis).

Table 6
With-Action Saturday Hourly Parking Accumulation by Use

	Uniformed Staff	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Detainee Visitors	Community Center	Local Retail	Residential	Court Staff	Court Visitors	Total
12-1 AM	67	0	11	0	0	0	0	66	0	0	144
1-2	67	0	10	0	0	0	0	66	0	0	143
2-3	67	0	10	0	0	0	0	66	0	0	143
3-4	68	0	10	0	0	0	0	66	0	0	144
4-5	80	0	10	0	0	0	0	66	0	0	156
5-6	83	0	10	0	0	0	0	66	0	0	159
6-7	161	57	10	0	0	1	0	66	0	0	295
7-8	138	57	20	3	1	4	0	66	0	0	289
8-9	118	57	13	8	3	14	0	66	0	0	279
9-10	123	57	13	10	4	20	1	65	0	0	293
10-11	127	57	13	8	5	23	1	65	0	0	299
11-12	128	57	13	8	6	20	1	65	0	0	298
12-1 PM	141	57	13	9	6	18	1	64	0	0	309
1-2	135	57	13	11	7	17	1	64	0	0	305
2-3	192	45	13	9	6	13	1	64	0	0	343
3-4	123	1	24	11	3	7	1	64	0	0	234
4-5	104	1	14	10	1	4	1	64	0	0	199
5-6	104	1	14	8	0	0	1	64	0	0	192
6-7	98	1	14	4	0	-2	0	64	0	0	179
7-8	93	1	14	2	0	-3	0	63	0	0	170
8-9	91	1	14	0	0	-3	0	62	0	0	165
9-10	71	1	14	0	0	-3	0	63	0	0	146
10-11	121	1	14	0	0	-3	0	64	0	0	197
11-12	66	1	21	0	0	-3	0	64	0	0	149

Note:[1]To be conservative for parking analysis purposes, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities (unlike in the traffic analysis).

As shown in **Tables 5 and 6,** it is expected that the parking demand generated by the newly modified project would peak at approximately 443 and 343 spaces during the 2:00-3:00 PM peak hour on a typical weekday and typical Saturday, respectively. As such, parking demand at the Bronx Site would exceed its on-site accessory parking capacity during both a typical weekday and a typical Saturday. Any excess demand from the Bronx Site would also have to utilize parking spaces on-street and at off-street parking facilities. As such, on- and off-street parking analyses are provided in this Technical Memorandum.

STREET USER SAFETY

Under *2021 CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the analyzed traffic and pedestrian study areas that have been identified as high crash locations. An assessment of street user safety is warranted and presented below at intersections within the study area.

D. ANALYSIS METHODOLOGY

TRAFFIC

As discussed in Section 2.10, "Transportation-Bronx," of the FEIS, the Highway Capacity Manual (HCM) methodology and the Highway Capacity Software (HCS, version 5.5) were utilized for analysis. This methodology is also utilized for this Technical Memorandum. As such, the Level of Service (LOS)/delay relationship for signalized and unsignalized intersections using the HCM methodology remains the same as defined in Section 2.10, "Transportation-Bronx," of the FEIS. However, some impact criteria defined in the 2021 *CEQR Technical Manual* have changed since the publication of the FEIS (which utilized the 2014 *CEQR Technical Manual*); the updated impact criteria for traffic is outlined below.

SIGNIFICANT IMPACT CRITERIA

The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the 2021 *CEQR Technical Manual*. If a lane group is LOS A, B, C, or D in the Future With-Action (i.e., delay less than or equal to 55.0 seconds/vehicle for signalized intersections and 35.0 seconds/vehicle for unsignalized intersections), the impact is not considered significant. If the lane-group LOS would deteriorate from LOS A, B, C, or D in the No-Action Condition to LOS E or F in the With-Action Condition, a significant traffic impact is identified. For a lane group that would operate at LOS E in the With-Action Condition, an increase in delay of 5.0 or more seconds compared to the No-Action Condition is considered a significant impact. For a lane group that would operate at LOS F in the With-Action Condition, a projected No-Action Condition increase in delay of 4.0 or more seconds is considered a significant impact.

Similar to the FEIS, the same criteria apply to signalized and unsignalized intersections. However, for traffic on a minor street at an unsignalized intersection to result in a significant impact, 90 passenger car equivalents (PCEs) must be projected in the With-Action Condition in any peak hour.

PEDESTRIANS

The LOS criteria defined in Section 2.10, "Transportation-Bronx," of the FEIS for pedestrian crosswalk/corner area and sidewalk conditions remains the same and are based on the Highway Capacity Manual methodology. Based on the 2021 *CEQR Technical Manual,* the analysis of any sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to estimate the dynamics of walking more accurately; this generally results in one level LOS poorer than average flows. In addition, impact criteria defined in the 2021 *CEQR Technical Manual* have changed since the publication of the FEIS and are discussed below.

SIGNIFICANT IMPACT CRITERIA

Sidewalks

The 2021 *CEQR Technical Manual* impact criteria for a non-central business district (non-CBD) location are used to identify significant adverse impacts due to the Proposed Project. These criteria define a significant adverse sidewalk impact to have occurred if the average pedestrian space under the No-Action Condition is greater than or equal to 44.3 square feet/pedestrian (sf/ped), and the average pedestrian space under the With-Action Condition is 40.0 sf/ped or less (LOS D or worse). If the average pedestrian space under the With-Action Condition is greater than 40.1 sf/ped (LOS C or better), the impact should not be considered significant. If the pedestrian space under the No-Action Condition is between 6.4 and 44.2 sf/ped, a reduction in pedestrian space under the With-Action Condition should be considered significant based on **Table 7**, which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given pedestrian space value in the No-Action Condition. If the reduction in pedestrian space is less than the value in **Table 7**, the impact is not considered significant. If the average pedestrian space under the No-Action Condition is less than or equal to 6.3 sf/ped, then a reduction in pedestrian space greater than or equal to 0.3 sf/ped, under the With-Action Condition, should be considered significant.

Corner Areas & Crosswalks

For non-CBD areas, the 2021 *CEQR Technical Manual* criteria define a significant adverse corner area or crosswalk impact to have occurred if the average pedestrian space under the No-Action Condition is greater than or equal to 26.6 sf/ped and, under the With-Action Condition, the average pedestrian space decreases to 24.0 sf/ped or less (LOS D or worse). If the pedestrian space under the With-Action Condition is greater than 24.1 sf/ped (LOS C or better), the impact should not be considered significant. If the average pedestrian space under the No-Action Condition is between 5.1 and 26.5 sf/ped, a decrease in pedestrian space under the With-Action Condition should be considered significant based on **Table 8,** which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given amount of pedestrian space in the No-Action Condition. If the decrease in pedestrian space is less than the value in **Table 8**, the impact is not considered significant. If the average pedestrian space under the No-Action Condition is less than or equal to 5.0 sf/ped, then a decrease in pedestrian space greater than or equal to 0.2 sf/ped should be considered significant.

Table 7
Significant Impact Criteria for Sidewalks in a CBD

No-Action Pedestrian Flow (sf/ped)			With-Action Condition Pedestrian Flow Increment to be Considered a Significant Impact (sf/ped)
≥ 44.3			With-Action Condition ≤ 40.0
43.5	to	44.2	Reduction ≥ 4.3
42.5	to	43.4	Reduction ≥ 4.2
41.6	to	42.4	Reduction ≥ 4.1
40.6	to	41.5	Reduction ≥ 4.0
39.7	to	40.5	Reduction ≥ 3.9
38.7	to	39.6	Reduction ≥ 3.8
37.8	to	38.6	Reduction ≥ 3.7
36.8	to	37.7	Reduction ≥ 3.6
35.9	to	36.7	Reduction ≥ 3.5
34.9	to	35.8	Reduction ≥ 3.4
34.0	to	34.8	Reduction ≥ 3.3
33.0	to	33.9	Reduction ≥ 3.2
32.1	to	32.9	Reduction ≥ 3.1
31.1	to	32.0	Reduction ≥ 3.0
30.2	to	31.0	Reduction ≥ 2.9
29.2	to	30.1	Reduction ≥ 2.8
28.3	to	29.1	Reduction ≥ 2.7
27.3	to	28.2	Reduction ≥ 2.6
26.4	to	27.2	Reduction ≥ 2.5
25.4	to	26.3	Reduction ≥ 2.4
24.5	to	25.3	Reduction ≥ 2.3
23.5	to	24.4	Reduction ≥ 2.2
22.6	to	23.4	Reduction ≥ 2.1
21.6	to	22.5	Reduction ≥ 2.0
20.7	to	21.5	Reduction ≥ 1.9
19.7	to	20.6	Reduction ≥ 1.8
18.8	to	19.6	Reduction ≥ 1.7
17.8	to	18.7	Reduction ≥ 1.6
16.9	to	17.7	Reduction ≥ 1.5
15.9	to	16.8	Reduction ≥ 1.4
15.0	to	15.8	Reduction ≥ 1.3
14.0	to	14.9	Reduction ≥ 1.2
13.1	to	13.9	Reduction ≥ 1.1
12.1	to	13.0	Reduction ≥ 1.0
11.2	to	12.0	Reduction ≥ 0.9
10.2	to	11.1	Reduction ≥ 0.8
9.3	to	10.1	Reduction ≥ 0.7
8.3	to	9.2	Reduction ≥ 0.6
7.4	to	8.2	Reduction ≥ 0.5
6.4	to	7.3	Reduction ≥ 0.4
≤6.3			Reduction ≥ 0.3

Source: *2021 CEQR Technical Manual*

Table 8
Significant Impact Criteria for Corners and Crosswalks in a CBD

No-Action Pedestrian Space (sf/ped)			With-Action Condition Pedestrian Space Reduction to be Considered a Significant Impact (sf/ped)
≥ 26.6			With-Action Condition ≤ 24.0
25.8	to	26.5	Reduction ≥ 2.6
24.9	to	25.7	Reduction ≥ 2.5
24.0	to	24.8	Reduction ≥ 2.4
23.1	to	23.9	Reduction ≥ 2.3
22.2	to	23.0	Reduction ≥ 2.2
21.3	to	22.1	Reduction ≥ 2.1
20.4	to	21.2	Reduction ≥ 2.0
19.5	to	20.3	Reduction ≥ 1.9
18.6	to	19.4	Reduction ≥ 1.8
17.7	to	18.5	Reduction ≥ 1.7
16.8	to	17.6	Reduction ≥ 1.6
15.9	to	16.7	Reduction ≥ 1.5
15.0	to	15.8	Reduction ≥ 1.4
14.1	to	14.9	Reduction ≥ 1.3
13.2	to	14.0	Reduction ≥ 1.2
12.3	to	13.1	Reduction ≥ 1.1
11.4	to	12.2	Reduction ≥ 1.0
10.5	to	11.3	Reduction ≥ 0.9
9.6	to	10.4	Reduction ≥ 0.8
8.7	to	9.5	Reduction ≥ 0.7
7.8	to	8.6	Reduction ≥ 0.6
6.9	to	7.7	Reduction ≥ 0.5
6.0	to	6.8	Reduction ≥ 0.4
5.1	to	5.9	Reduction ≥ 0.3
≤ 5.0			Reduction ≥ 0.2

Source: 2021 *CEQR Technical Manual*

PARKING

When a detailed analysis is warranted, the parking analysis identifies the supply of on-street and off-street public parking near a project and determines the extent to which the supply is utilized in existing conditions, in the future without the Proposed Action, and in the future with the Proposed Action. The analysis considers anticipated changes in the study area's parking supply and demand and compares project-generated parking demand with future parking availability to determine if a parking shortfall is likely to occur. The displacement of existing parking capacity attributable to the project is also considered. Typically, the analysis encompasses the parking facilities—public parking lots and garages and on-street curbside spaces—that vehicular traffic destined to the project site or area would likely utilize. According to the 2021 *CEQR Technical Manual*, a quarter-mile radius around a project site is generally assumed as the distance that someone driving to the site would be willing to walk.

SIGNIFICANT IMPACT CRITERIA

Should a project generate the need for more parking than it provides, a shortfall of spaces may be considered significant. The availability of off-street and on-street parking spaces within a

convenient walking distance (approximately a quarter mile), as well as the availability of alternative modes of transportation, are considered in making this determination.

Under the 2021 *CEQR Technical Manual* guidance, different criteria for determining significance are used based on whether a proposed project is located in residential or commercial areas designated as Parking Zones 1 and 2 as shown in Map 16-2, "CEQR Parking Zones, May 2010," in the 2021 *CEQR Technical Manual*. As the Bronx project site is within Zone 2 as shown in Map 16-2, the inability of the proposed project or the surrounding area to accommodate future parking demands would be considered a parking shortfall. However, it would generally not be considered significant due to the magnitude of available alternative modes of transportation.

VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

Under the *2021 CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the analyzed traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations at a Vision Zero priority intersections or intersections where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location. For these locations, crash trends would be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic and pedestrian volumes, crash types and severity, and other contributing factors.

E. TRAFFIC

The FEIS concluded that the proposed project at the Bronx Site would have the potential to result in significant adverse impacts to vehicular traffic at eight intersections in one or more peak hours. The FEIS identified mitigation for some, but not all, of the Bronx Site's potential anticipated traffic impacts; some impacts would remain unmitigated and therefore constitute unavoidable significant adverse traffic impacts. An assessment of the potential environmental traffic impacts of the newly modified project at the Bronx Site is provided below.

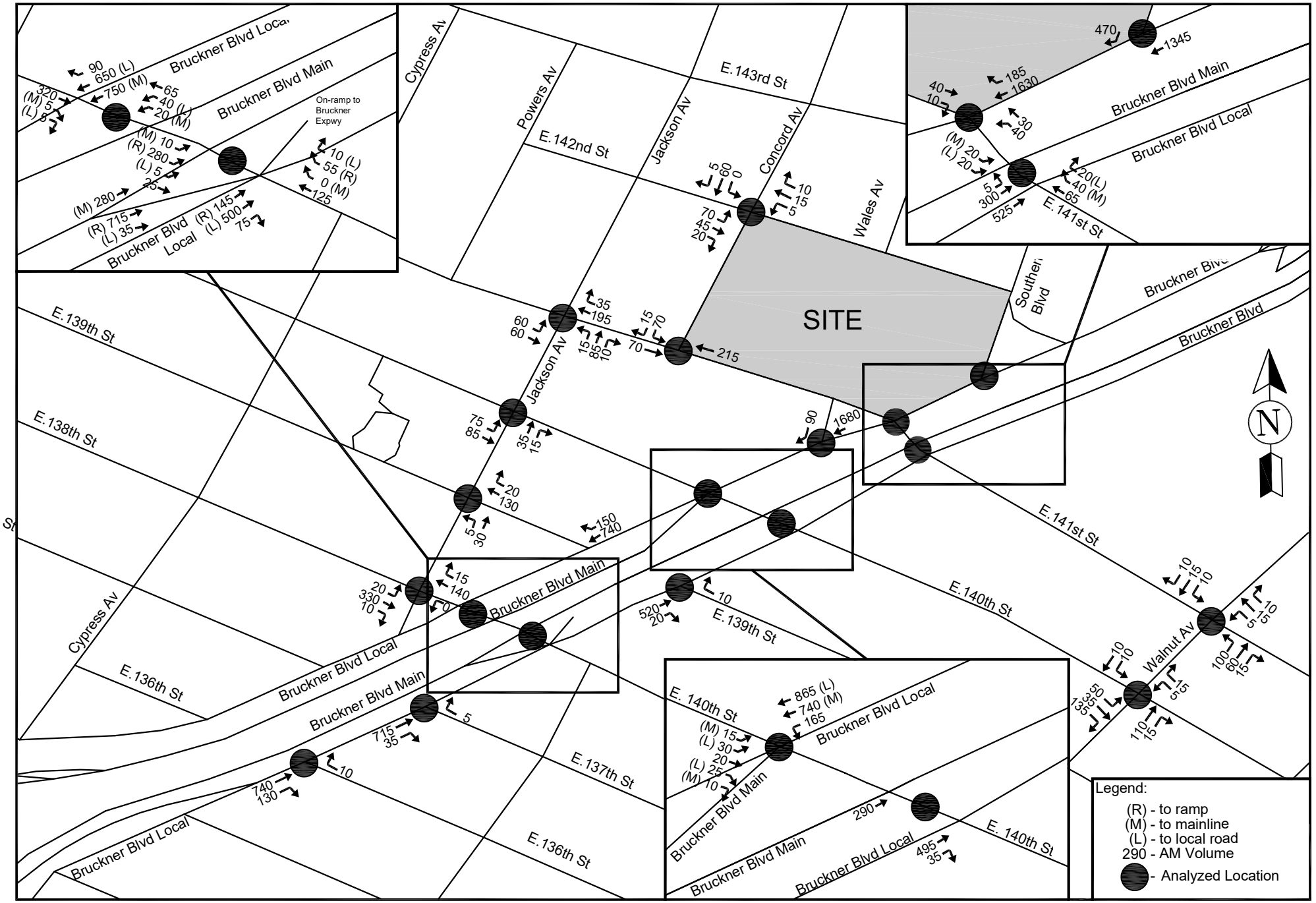
EXISTING

EXISTING VOLUMES & CONDITIONS

To establish the 2023 existing conditions traffic network, recent data was collected using Automatic Traffic Recorder (ATRs), video turning movement counts, and vehicle classification counts. The various datasets were collected in December 2023. Some additional counts were also conducted in February 2024 for the additional intersection of Concord and East 142nd Street. Updated physical inventory data was also obtained in 2023 for operational analysis – e.g., the number of traffic lanes, lane widths, pavement markings, turn prohibitions, bus stops, and typical parking regulations. This physical inventory determined street improvements and changes that were completed since the publication of the FEIS, including the bike lane improvement and street direction changes. It should be noted that Jackson Avenue was previously a two-way street prior to 2022 and was modified to a northbound one-way street south of East143rd Street and a southbound one-way street south of East 143rd Street in an effort to reduce turn conflicts, traffic, and congestion. The segment between East 132nd and East 152nd was upgraded to a two-way protected bike lane to create the Jackson Avenue Bike Boulevard to create connections to other bike lanes/route at East 138th Street, East 145th Street, and East 152nd Street. The most recent signal timing plans for signalized intersections within the study area were also obtained from NYCDOT. **Figure 3** shows existing traffic volumes during weekday AM (7:00-8:00 AM), weekday midday (3:00-4:00 PM), weekday PM (4:00-5:00 PM), and Saturday (3:00-4:00 PM) peak hours.

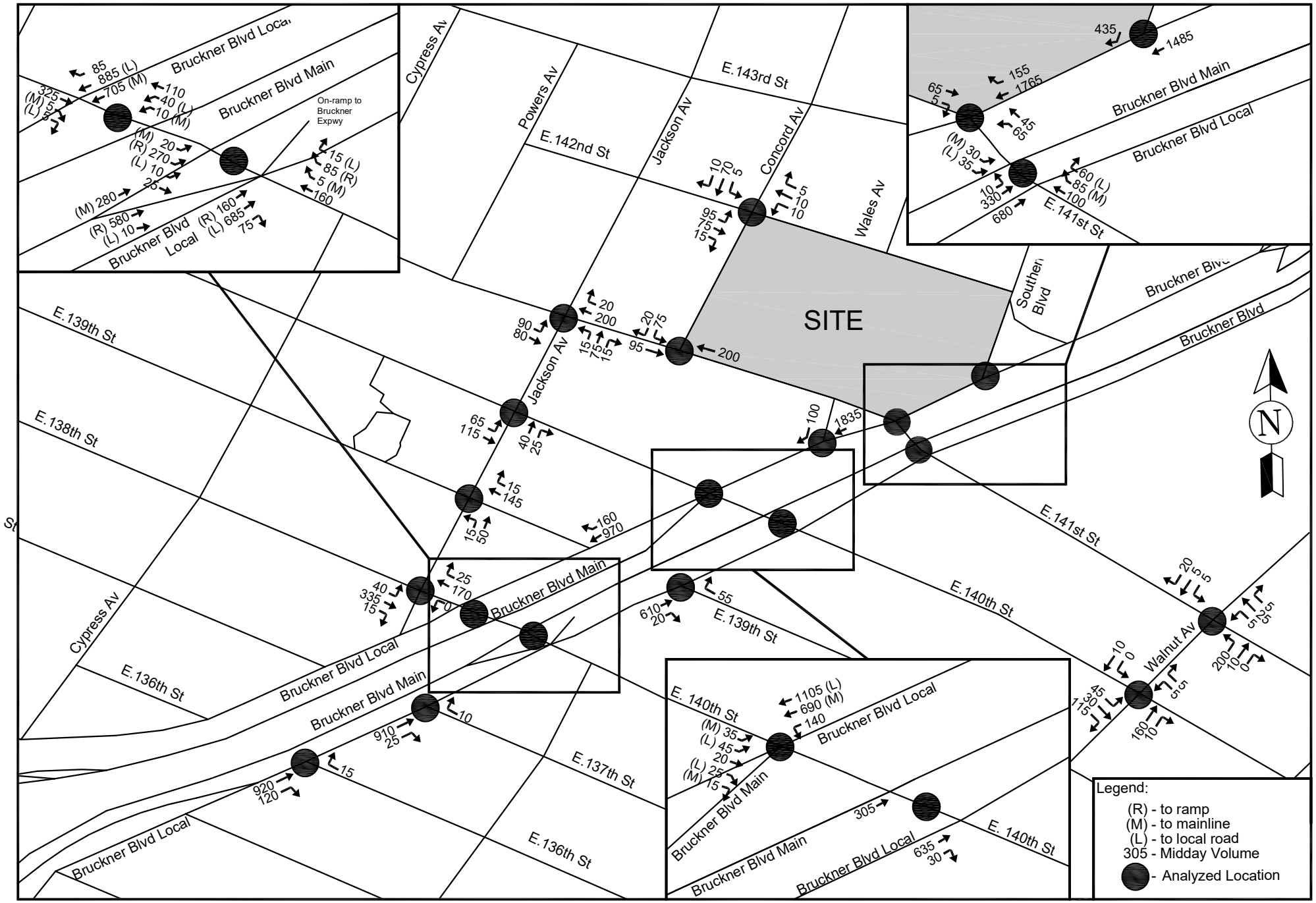
INTERSECTION CAPACITY ANALYSIS

The v/c ratios, delays, and LOS for the individual lane groups at each analyzed intersection during each peak hour under existing conditions are shown in **Table 9**. A lane group is considered congested if it operates at LOS E or F and/or with a v/c ratio of 0.90 or above. A v/c ratio of 1.00 or above reflects conditions at or exceeding capacity. As shown in **Table 9**, two analyzed intersections (East 140th Street and Bruckner Boulevard SB/NB Main and East 138th Street and Bruckner Boulevard NB Local/SB Local/NB [Ramp]) currently have at least one congested lane group in one or more peak hours. No analyzed intersections in the weekday AM peak hour, two intersections in the weekday midday peak hour, one intersection in the weekday PM peak hour, and no intersections in the Saturday peak hour have one or more lane groups operating at capacity (v/c ratio $\geq$ 1.0). Overall, consistent with the 2018 Existing FEIS analysis, the data in **Table 9** indicates that traffic congestion at analyzed intersections in proximity to the Bronx Site is most evident in the weekday midday peak hour. As shown in **Table 9**, similar conditions also exist during the weekday PM peak hour.



Borough Based Jails - Bronx Site **Figure 3a**

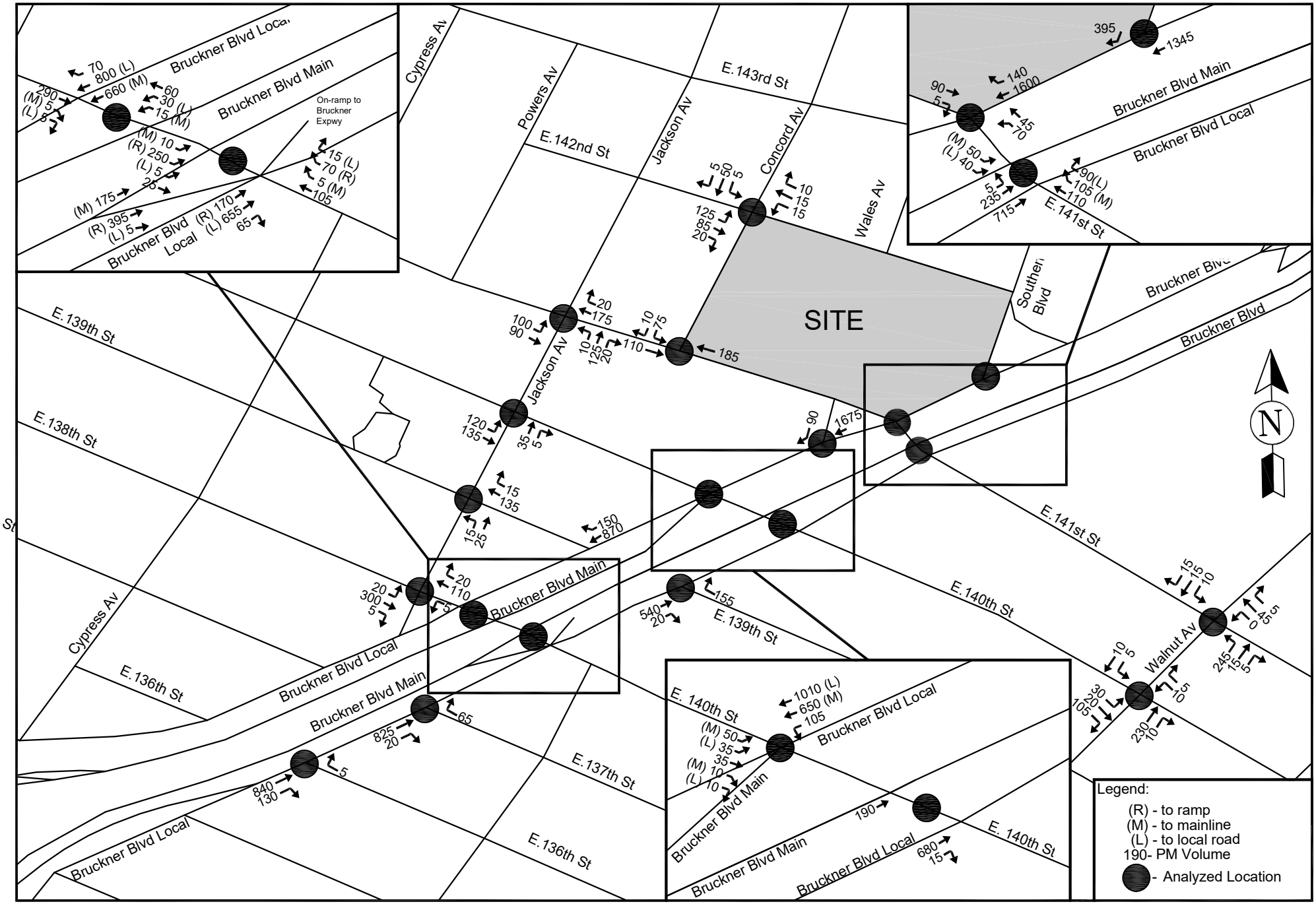
Existing Traffic Volumes - Weekday AM Peak Hour



Borough Based Jails - Bronx Site

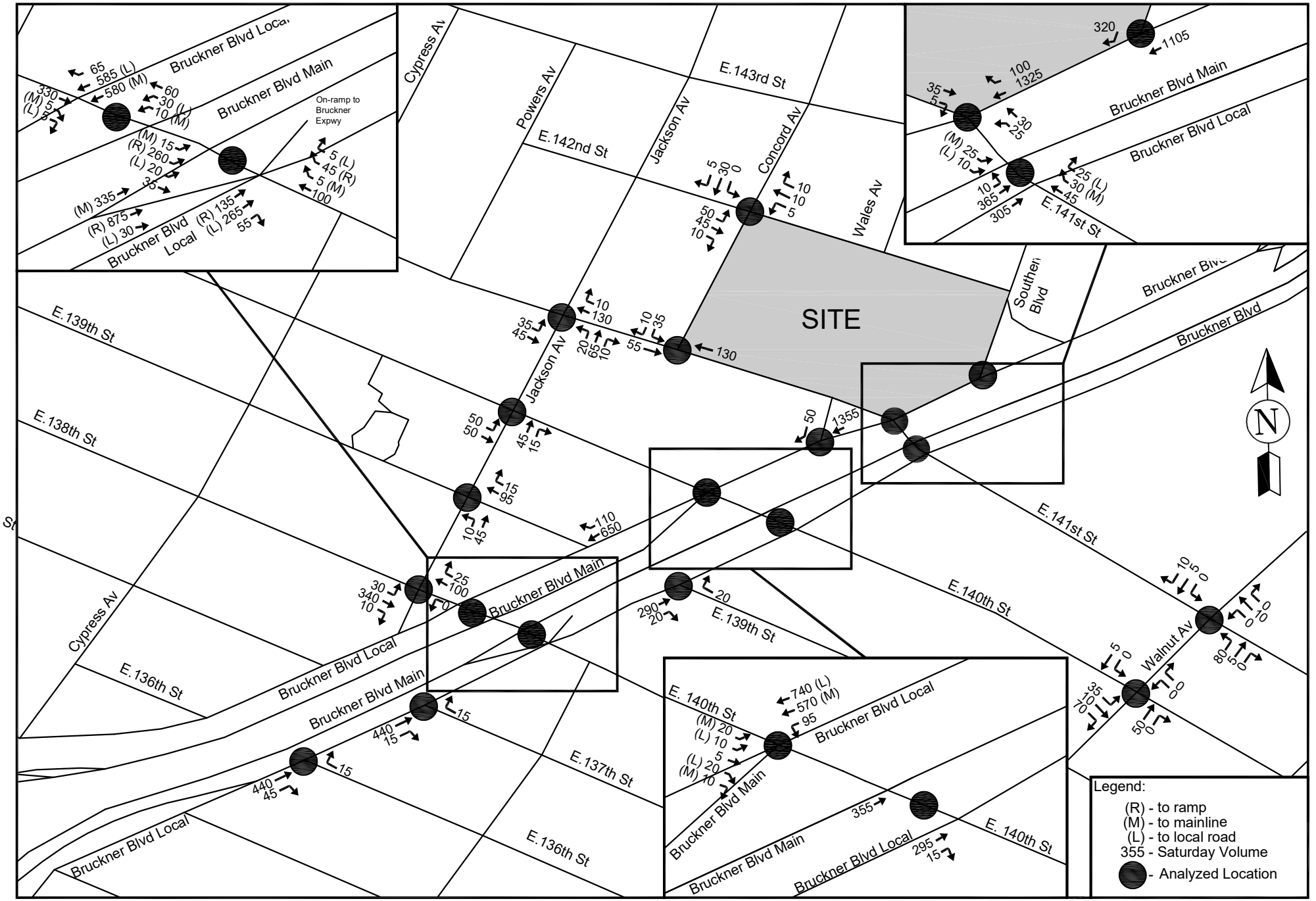
Figure 3b

Existing Traffic Volumes - Weekday Midday Peak Hour



Borough Based Jails - Bronx Site **Figure 3c**

Existing Traffic Volumes - Weekday PM Peak Hour



Borough Based Jails - Bronx Site

Figure 3d

Existing Traffic Volumes - Saturday Peak Hour

Table 9
Existing Intersection Capacity Analysis

	Existing Weekday AM					Existing Weekday Midday					Existing Weekday PM					Existing Saturday				
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 141st Street & Jackson Avenue (signalized)	EB	LT	0.33	13.9	B	EB	LT	0.51	17.4	B	EB	LT	0.52	17.5	B	EB	LT	0.17	11.7	B
	WB	TR	0.46	15.1	B	WB	TR	0.42	14.6	B	WB	TR	0.35	13.5	B	WB	TR	0.25	12.3	B
	NB	LTR	0.36	19.0	B	NB	LTR	0.31	18.4	B	NB	LTR	0.46	20.8	C	NB	LTR	0.28	17.7	B
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.30	12.7	B	EB	LT	0.38	15.1	C	EB	LT	0.46	14.9	B	EB	LT	0.16	10.8	B
East 139th Street & Jackson Avenue (signalized)	WB	TR	0.37	18.2	B	WB	TR	0.37	18.0	B	WB	TR	0.34	17.5	B	WB	TR	0.25	16.4	B
	NB	LT	0.08	11.4	B	NB	LT	0.15	12.1	B	NB	LT	0.09	11.5	B	NB	LT	0.12	11.8	B
East 138th Street & Jackson Avenue (signalized)	EB	LT	0.48	15.9	B	EB	LT	0.50	16.3	B	EB	LT	0.41	14.6	B	EB	LT	0.46	15.3	B
	EB	R	0.02	10.2	B	EB	R	0.03	10.3	B	EB	R	0.01	10.1	B	EB	R	0.02	10.1	B
	WB	LTR	0.22	12.1	B	WB	LTR	0.24	12.3	B	WB	LTR	0.17	11.6	B	WB	LTR	0.15	11.3	B
East 141st Street & Concord Avenue (two-way stop-controlled)	SB	LR	0.16	11.5	B	SB	LR	0.16	11.3	B	SB	LR	0.16	11.6	B	SB	LR	0.07	9.8	A
Southern Boulevard & Bruckner Boulevard SB (signalized)	EB	R	0.65	33.5	C	EB	R	0.58	31.5	C	EB	R	0.47	28.9	C	EB	R	0.36	27.0	C
	SB	T	0.54	19.7	B	SB	T	0.53	19.5	B	SB	T	0.47	18.5	B	SB	T	0.39	17.4	B
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.10	34.7	C	EB	L	0.16	35.8	D	EB	L	0.23	37.2	D	EB	L	0.11	34.7	C
	EB	TR	0.12	34.9	C	EB	TR	0.16	35.6	D	EB	TR	0.17	35.6	D	EB	TR	0.05	33.8	C
	WB	LT	0.27	25.5	C	WB	LT	0.42	28.5	C	WB	LT	0.39	27.6	C	WB	LT	0.15	23.2	C
	WB	R	0.15	23.5	C	WB	R	0.36	27.2	C	WB	R	0.46	30.3	C	WB	R	0.11	22.9	C
	NB (Main)	L	0.05	52.3	D	NB (Main)	L	0.12	54.1	D	NB (Main)	L	0.04	52.1	D	NB (Main)	L	0.09	53.0	D
	NB (Main)	T	0.29	9.3	A	NB (Main)	T	0.33	9.8	A	NB (Main)	T	0.25	9.0	A	NB (Main)	T	0.33	9.6	A
	SB	TR	0.70	21.7	C	SB	TR	0.68	21.3	C	SB	TR	0.61	19.7	B	SB	TR	0.47	17.3	B
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.13	23.6	C	EB	L	0.32	29.8	C	EB	L	0.42	34.8	C	EB	L	0.05	22.3	C
	WB	T	0.42	41.2	D	WB	T	0.62	47.6	D	WB	T	0.74	53.5	D	WB	T	0.25	37.0	D
	WB	R	0.13	35.4	D	WB	R	0.32	39.7	D	WB	R	0.40	41.0	D	WB	R	0.12	35.1	D
	NB (Local)	T	0.32	9.3	A	NB (Local)	T	0.50	11.6	B	NB (Local)	T	0.50	11.5	B	NB (Local)	T	0.20	8.3	A
Wales Avenue & Bruckner Boulevard (two-way stop-controlled)	EB	R	0.13	9.7	A	EB	R	0.13	9.9	A	EB	R	0.13	9.9	A	EB	R	0.07	9.2	A
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.43	44.6	D	EB	LTR	0.58	49.3	D	EB	LTR	0.55	48.2	D	EB	LTR	0.25	40.0	D
	NB (Main)	T	0.23	20.6	C	NB (Main)	T	0.25	18.1	B	NB (Main)	T	0.16	17.0	B	NB (Main)	T	0.27	18.3	B
	SB (Main)	L	0.84	78.8	E *	SB (Main)	L	1.05	138.5	F *	SB (Main)	L	0.76	76.9	E *	SB (Main)	L	0.63	65.2	E *
	SB (Main)	T	0.43	10.5	B	SB (Main)	T	0.43	10.5	B	SB (Main)	T	0.34	9.5	A	SB (Main)	T	0.29	9.0	A

Notes - Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound. Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left. * Denotes congested lane group

Table 9
Existing Intersection Capacity Analysis (cont.)

	Existing Weekday AM					Existing Weekday Midday					Existing Weekday PM					Existing Saturday				
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.37	22.6	C	EB	LT	0.42	26.9	C	EB	LT	0.33	25.1	C	EB	LT	0.20	23.0	C
	NB (Local)	TR	0.47	24.3	C	NB (Local)	TR	0.65	25.6	C	NB (Local)	TR	0.63	24.9	C	NB (Local)	TR	0.29	18.6	B
	SB (Local)	TR	0.53	11.9	B	SB (Local)	TR	0.63	13.5	B	SB (Local)	TR	0.57	12.4	B	SB (Local)	TR	0.39	10.1	B
East 139th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.01	9.2	A	WB	R	0.08	9.6	A	WB	R	0.21	10.1	B	WB	R	0.03	9.4	A
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.71	51.5	D	EB	LTR	0.71	51.8	D	EB	LTR	0.64	49.0	D	EB	LTR	0.68	50.2	D
	WB	LTR	0.72	32.6	C	WB	LTR	0.71	27.6	C	WB	LTR	0.50	18.8	B	WB	LTR	0.46	17.4	B
	SB (Main)	T	0.20	14.5	B	SB (Main)	T	0.20	15.4	B	SB (Main)	T	0.14	15.3	B	SB (Main)	T	0.22	14.6	B
	NB (Main)	T	0.52	18.8	B	NB (Main)	T	0.50	19.5	B	NB (Main)	T	0.50	21.1	C	NB (Main)	T	0.36	16.2	B
East 138th Street & Bruckner Boulevard NB Local/SB Local/NB(Ramp) (signalized)	EB	L	0.96	76.9	E *	EB	L	0.98	82.3	F *	EB	L	0.77	54.9	D	EB	L	0.96	77.3	E *
	EB	LT	0.30	32.2	C	EB	LT	0.23	31.1	C	EB	LT	0.41	34.7	C	EB	LT	0.23	30.9	C
	WB	T	0.96	116.6	F *	WB	T	1.05	135.5	F *	WB	T	0.97	123.2	F *	WB	T	0.61	63.9	E *
	WB	R	0.71	84.8	F *	WB	R	1.02	141.7	F *	WB	R	1.04	154.1	F *	WB	R	0.46	61.0	E *
	NB (Main to Ramp/Local	T	0.73	35.8	D	NB (Main to Ramp/Local	T	0.88	55.5	E *	NB (Main to Ramp/Local	T	0.85	61.9	E *	NB (Main to Ramp/Local	T	0.80	38.8	D
	NB (Local to Local)	T	0.70	25.7	C	NB (Local to Local)	T	1.05	75.8	E *	NB (Local to Local)	T	1.05	75.5	E *	NB (Local to Local)	T	0.43	18.4	B
	NB (Local)	R	0.12	13.9	B	NB (Local)	R	0.13	13.9	B	NB (Local)	R	0.10	13.6	B	NB (Local)	R	0.09	13.5	B
	NB (Local to Ramp)	T	0.96	109.6	F *	NB (Local to Ramp)	T	1.05	133.4	F *	NB (Local to Ramp)	T	1.05	129.4	F *	NB (Local to Ramp)	T	0.79	78.6	E *
	SB (Local)	TR	0.59	20.4	C	SB (Local)	TR	0.73	24.0	C	SB (Local)	TR	0.60	20.9	C	SB (Local)	TR	0.47	17.9	B
East 137th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.01	12.1	B	WB	R	0.02	12.3	B	WB	R	0.16	13.9	B	WB	R	0.03	10.3	B
East 136th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.02	11.9	B	WB	R	0.04	12.9	B	WB	R	0.01	12.3	B	WB	R	0.03	10.1	B
East 141st Street & Walnut Avenue (all-way stop-controlled)	WB	LTR		8.1	A	WB	LTR		8.2	A	WB	LTR		8.3	A	WB	LTR		7.4	A
	NB	LTR		8.7	A	NB	LTR		9.6	A	NB	LTR		10.0	A	NB	LTR		7.9	A
	SB	LTR		7.8	A	SB	LTR		7.2	A	SB	LTR		7.5	A	SB	LTR		6.8	A
East 140th Street & Walnut Avenue (two-way stop-controlled)	EB	LTR	0.31	11.2	B	EB	LTR	0.27	10.9	B	EB	LTR	0.23	10.7	B	EB	LTR	0.14	9.3	A
	WB	LR	0.03	10.3	B	WB	LR	0.02	10.8	B	WB	LR	0.03	12.0	B	WB	LR	0.00	9.1	A
	SB	LT	0.01	7.9	A	SB	LT	0.00	7.6	A	SB	LT	0.01	8.1	A	SB	LT	0.00	7.3	A
East 142nd Street & Concord Avenue (all-way stop-controlled)	EB	LTR		8.3	A	EB	LTR		8.9	A	EB	LTR		9.3	A	EB	LTR		7.8	A
	WB	LTR		7.4	A	WB	LTR		7.8	A	WB	LTR		7.6	A	WB	LTR		7.0	A
	SB	LTR		7.9	A	SB	LTR		8.1	A	SB	LTR		8.1	A	SB	LTR		7.4	A

Notes - Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound. Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left. * Denotes congested lane group

THE FUTURE NO-ACTION CONDITION

NO-ACTION TRAFFIC GROWTH

Between 2023 and 2030, it is expected that transportation demand in the vicinity of the Bronx Site will increase due to long-term background growth as well as development that could occur pursuant to existing zoning. The No-Action traffic volumes reflect annual background growth rates of 0.25 percent per year for 2023 through 2028 and 0.125 percent per year for 2028 through 2030. These background growth rates, recommended in the 2021 *CEQR Technical Manual* for projects in the Bronx, are applied to account for smaller projects and general increases in travel demand not attributable to specific development projects. In addition, discrete demand from major development projects in the vicinity of the Bronx Site is also reflected in the No-Action traffic network. These No-Action developments, as well as their associated programs, are described in **Table 10** and illustrated in **Figure 4**. As a result, **Figure 5** shows the total No-Action traffic volumes during the weekday AM, weekday midday, weekday PM, and Saturday peak hours.

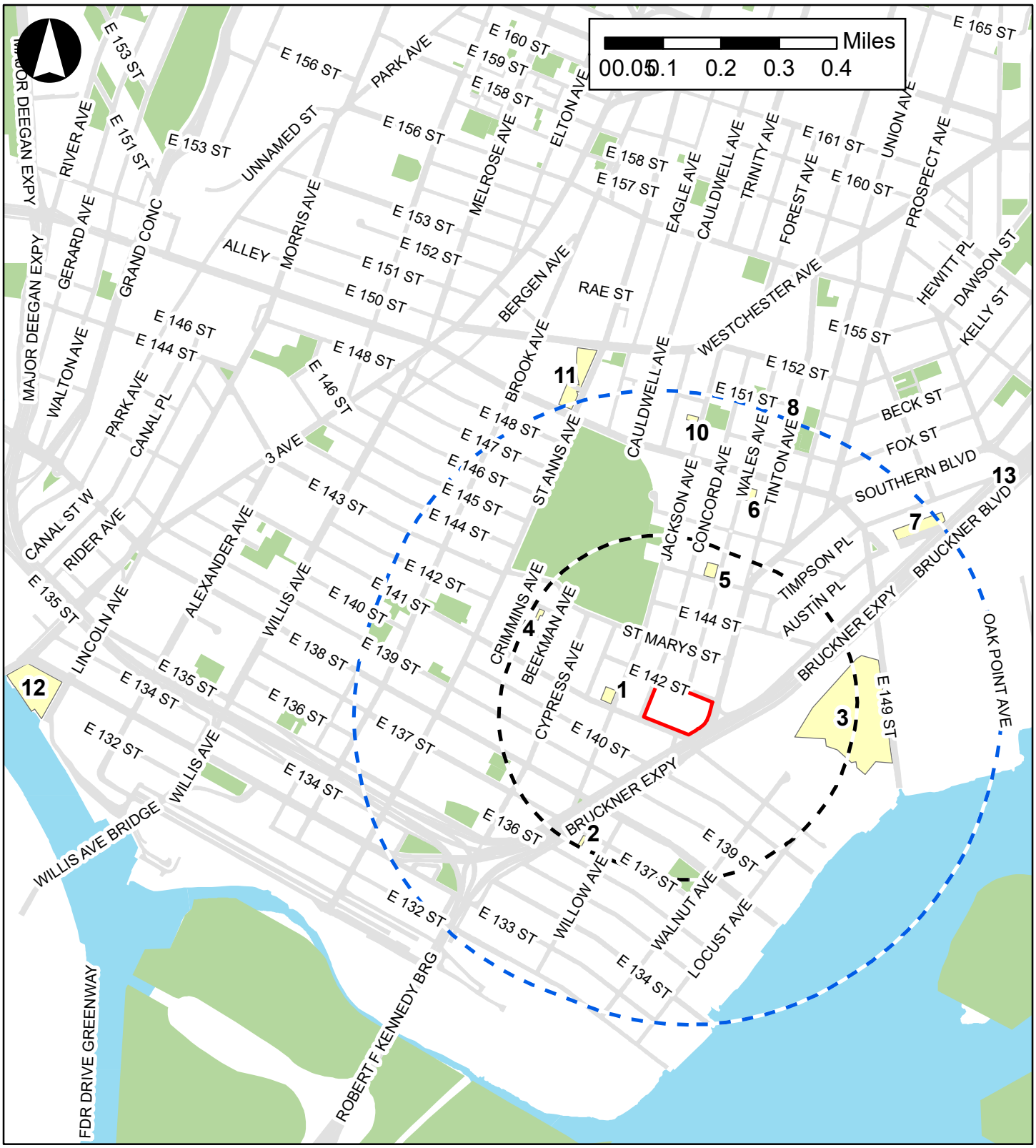
Table 10
Future No-Action Sites in Study Area

Map ID	Project Name	Total (GSF)	DU	Local Retail (GSF)	Destination Retail (GSF)	Office (GSF)	Community Facility (GSF)	Health Club (GSF)	Storage/ Warehouse/ Manufacturing (GSF)	Accessory Parking
Quarter-Mile Radius										
1	323 Jackson Ave	89,024	95							
2	740 East 137th St	10,886							10,886	4
3	980 East 149th St	1,315,880							585,386	293
4	604 Beech Terrace	12,153	14							7
5	447 Wales Ave	46,089					46,089			
Half-Mile Radius										
6	536 Wales Ave	52,277	70	2,693			49,583			
7	581 Austin Pl	131,717							131,717	5
8	599 Tinton Ave	36,066	51							26
9	750 East 134th St	132,311	133	11,183						
10	585 Jackson Ave	28,819	23	3,763						
11	567 East 149th St	49,248								86
12	101 Lincoln Ave [1]	981,550	921	13,755			981			366
13	Hunts Point Interstate Access Improvement [1]									

Notes:
(1) Located outside of half-mile radius.
(2) Shading denotes sites accounted for in background growth.

INTERSECTION CAPACITY ANALYSIS

The v/c ratios, delays, and LOS for those individual lane groups at each analyzed intersection during each peak hour under No-Action conditions are shown in **Table 11**. As shown in **Table 11**, two analyzed intersections are expected to have at least one congested lane group in one or more peak hours in the No-Action condition. There would be no analyzed intersections with one or more lane groups operating at capacity (v/c ratio $\geq$ 1.0) in the weekday AM peak hour, two intersections in the weekday midday peak hour, one intersection in the weekday PM peak hour, and no intersections in the Saturday peak hour. Overall, the data presented in **Table 11** indicates that existing traffic congestion at analyzed intersections is expected to worsen in the future No-Action Condition.



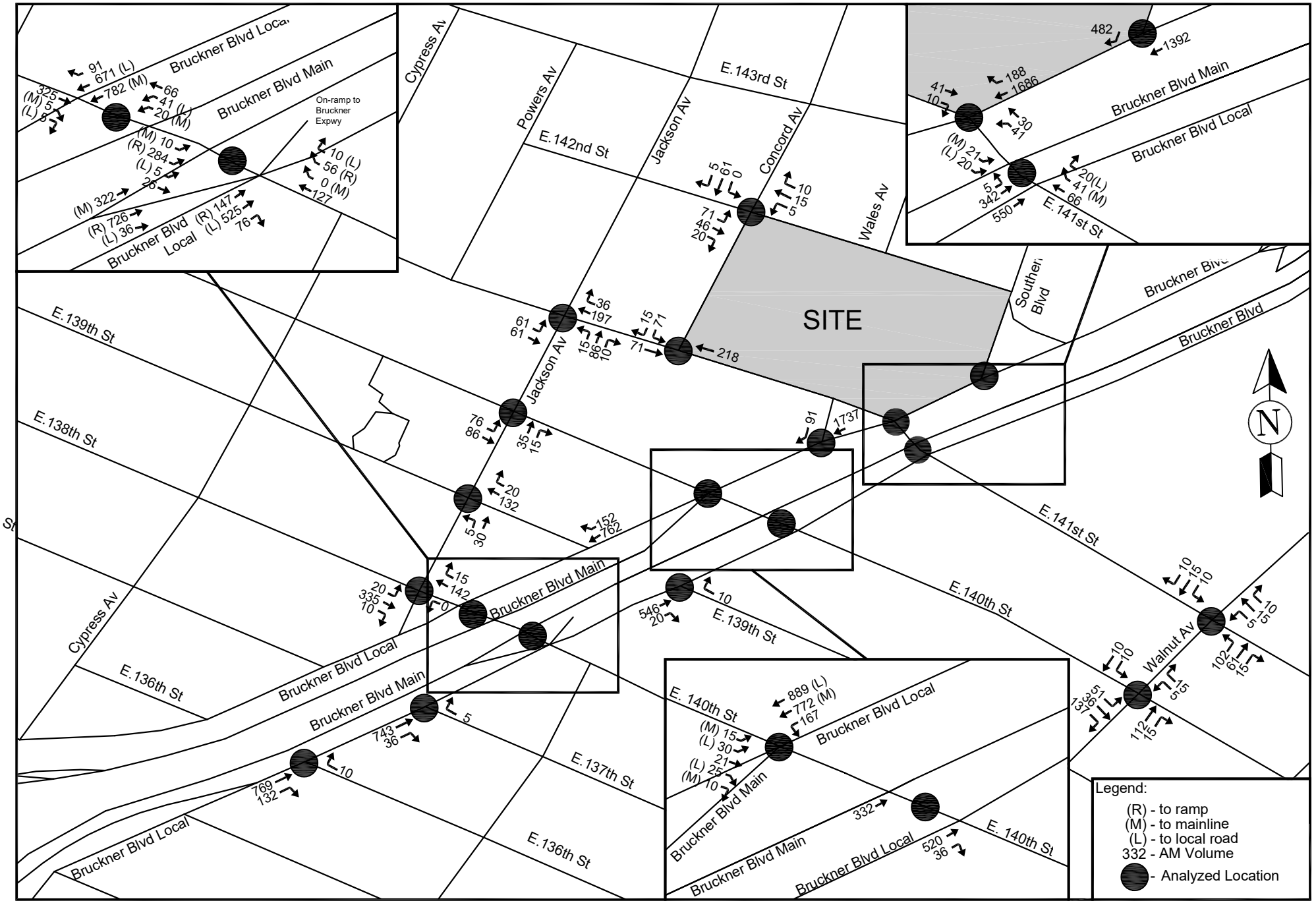
Legend

Project Site | 1/4-Mile Radius | 1/2-Mile Radius | 1 No-Build Development Sites

WITH ACTION CONDITION

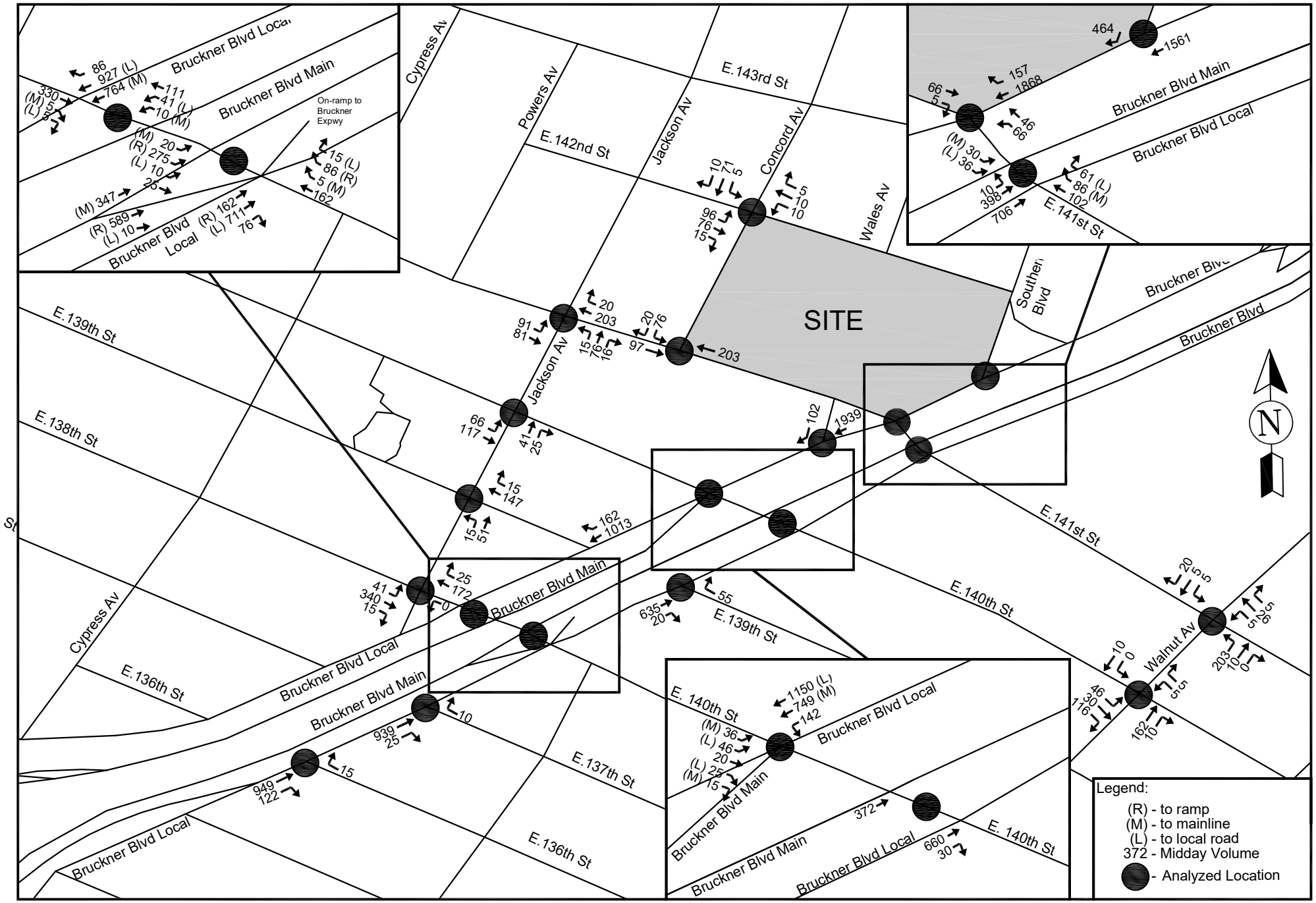
Figure 6 shows the total traffic volumes in each peak hour under 2030 With-Action conditions. The volumes shown in **Figure 6** are the combination of the net incremental traffic generated by the newly modified project (previously shown in **Figure 1**) and the No-Action volumes (previously shown in **Figure 5**).

The v/c ratios, delays, and LOS for analyzed lane groups during all peak hours under the With-Action condition are shown in **Table 12**. With the implementation of the newly modified project, five analyzed intersections are expected to have at least one impacted lane group in one or more peak hours in the With-Action condition. There would be five impacted lane groups at three analyzed intersections in the weekday AM peak hour, nine impacted lane groups at five intersections in the weekday midday, five impacted lane groups at four intersections in the weekday PM, and four impacted lane groups at three intersections in the Saturday peak hour. In comparison, as shown in **Table 13**, the FEIS project had the potential to impact 11 analyzed lane groups at seven analyzed intersections during the weekday AM peak hour, 15 analyzed lane groups at eight analyzed intersections during the weekday midday peak hour, and 11 analyzed lane groups at six analyzed intersections during the Saturday peak. It should be noted that the FEIS did not analyze the weekday PM peak period for potential traffic impacts. As shown in **Table 13**, with the newly modified project, there would be three fewer intersections with impacts compared to the FEIS.



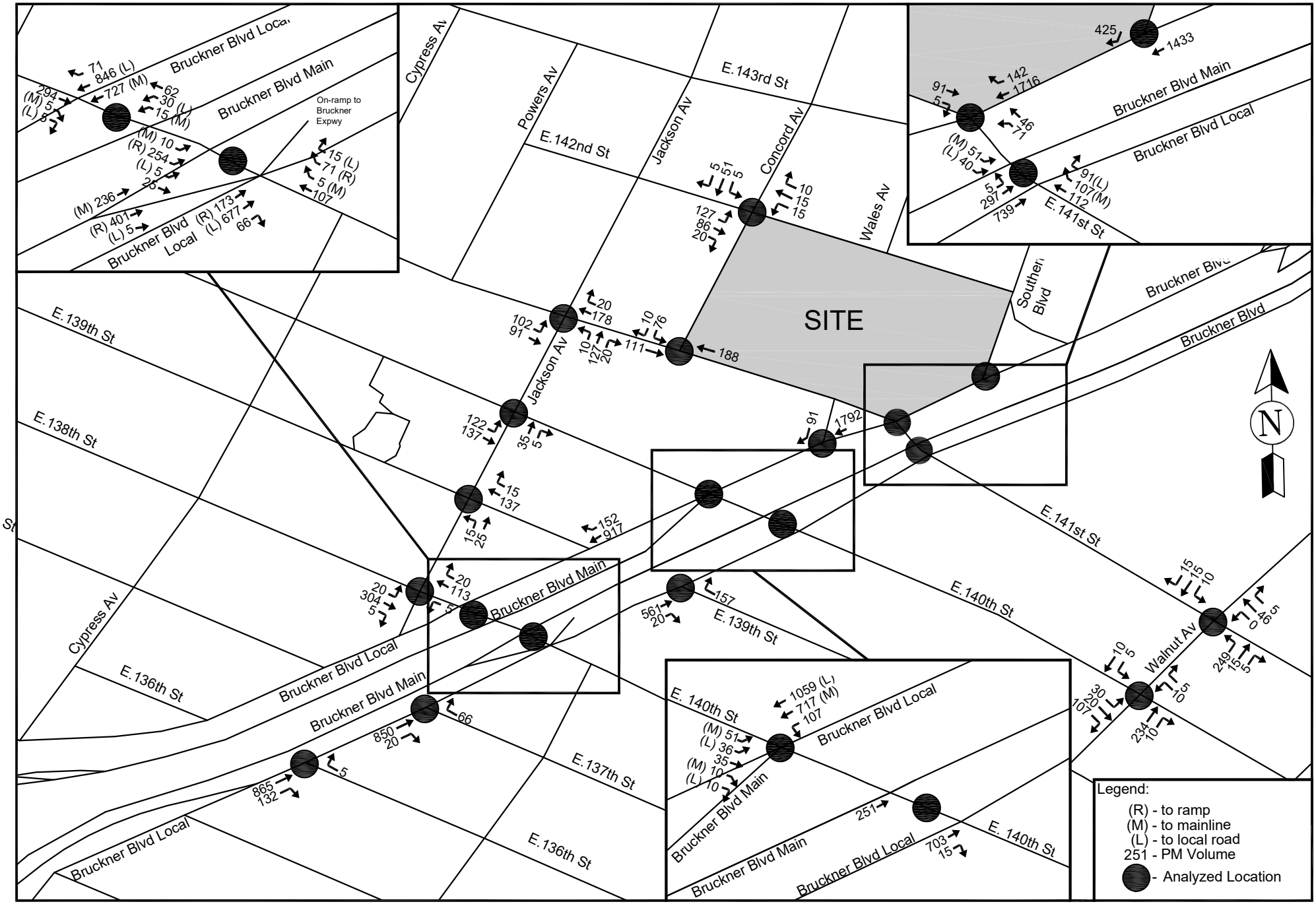
Borough Based Jails - Bronx Site **Figure 5a**

No-Action Traffic Volumes - Weekday AM Peak Hour



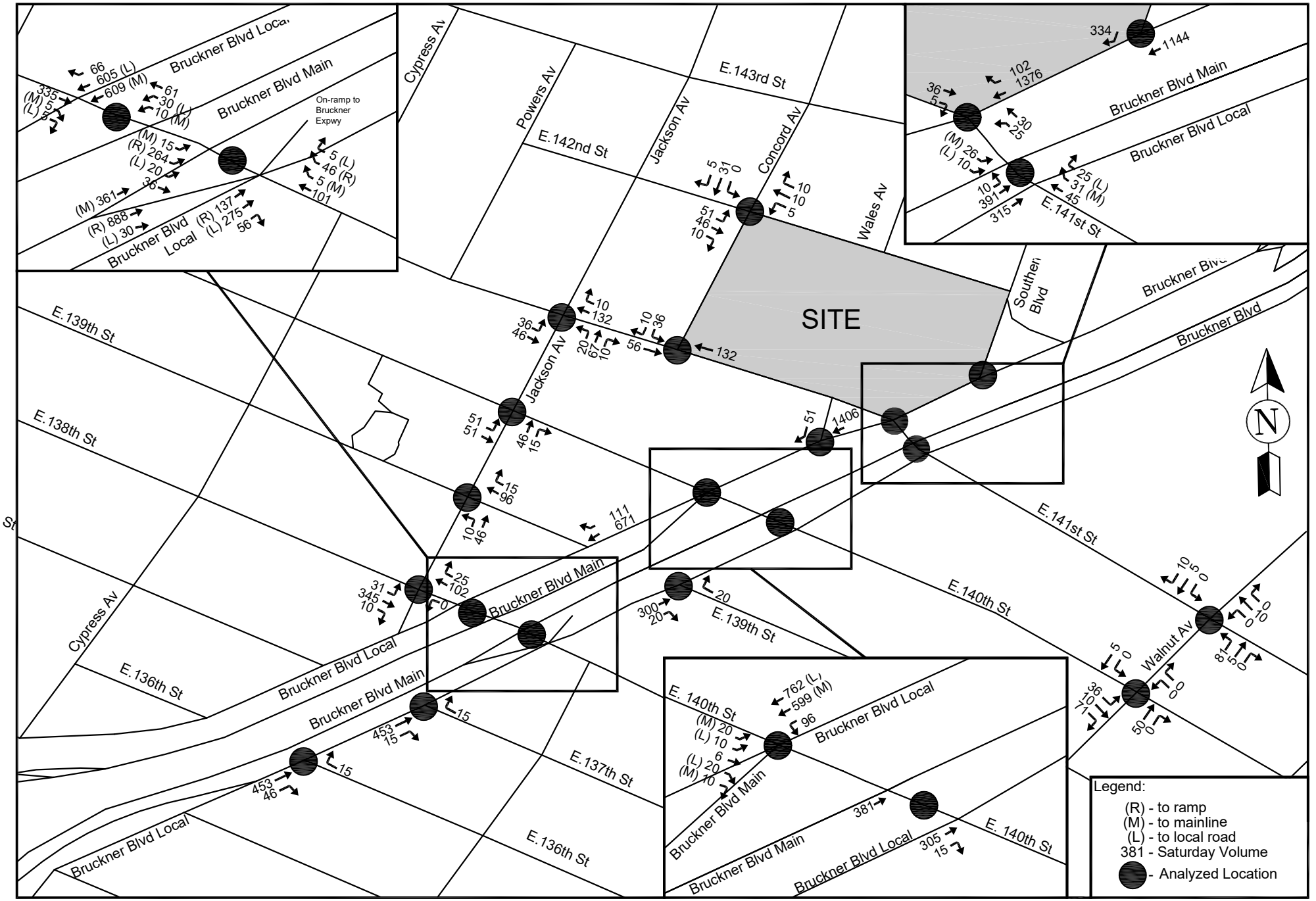
Borough Based Jails - Bronx Site **Figure 5b**

No-Action Traffic Volumes - Weekday Midday Peak Hour



Borough Based Jails - Bronx Site **Figure 5c**

No-Action Traffic Volumes - Weekday PM Peak Hour



Borough Based Jails - Bronx Site

Figure 5d

No-Action Traffic Volumes - Saturday Peak Hour

Table 11 – No-Action Intersection Capacity Analysis

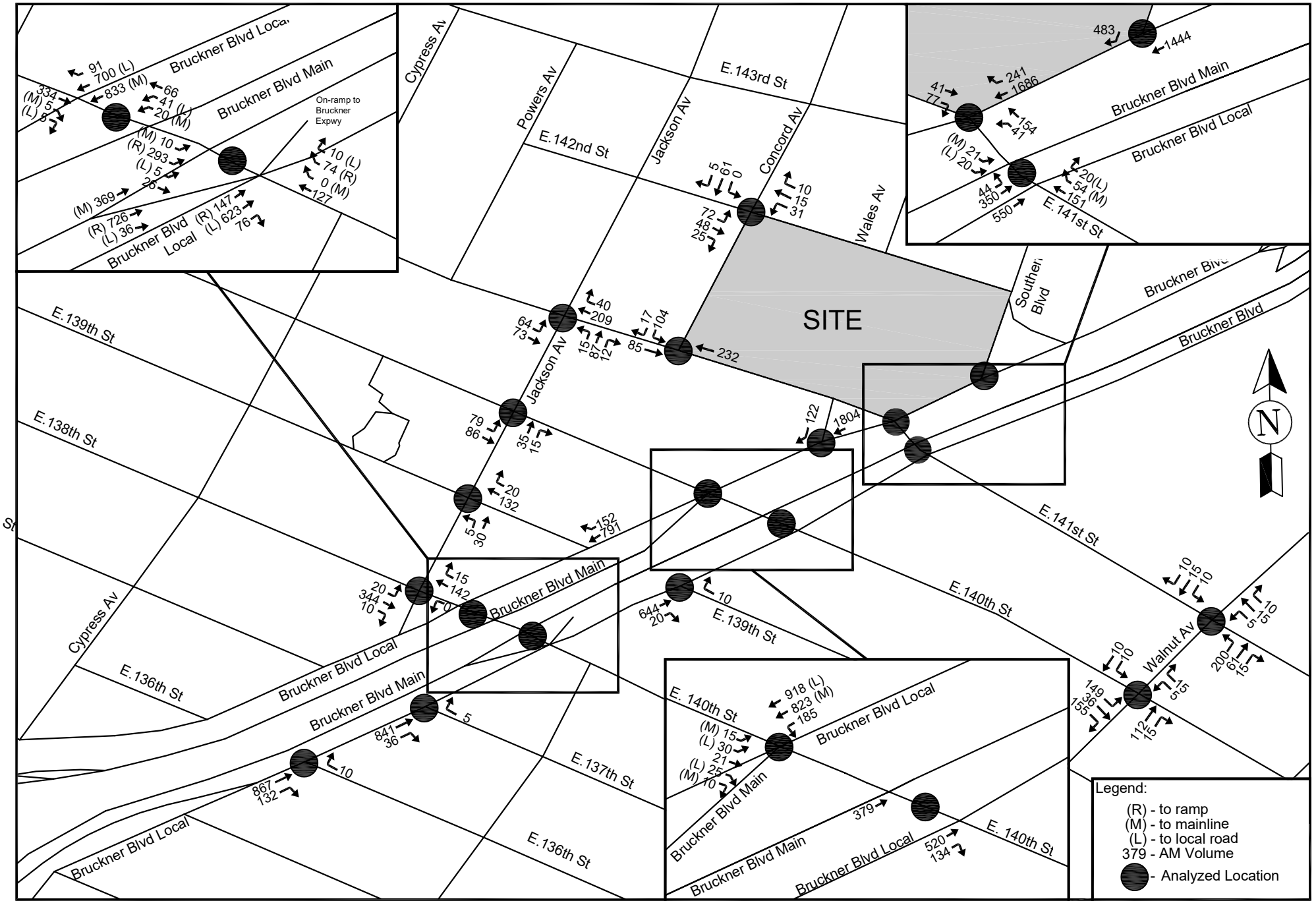
	Existing Weekday AM					No-Action Weekday AM					Existing Weekday Midday					No-Action Weekday Midday					Existing Weekday PM					No-Action Weekday PM					Existing Saturday					No-Action Saturday				
		Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay	
Intersection	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
East 141st Street & Jackson Avenue (signalized)	EB	LT	0.33	13.9	B	EB	LT	0.34	14.0	B	EB	LT	0.51	17.4	B	EB	LT	0.52	17.7	B	EB	LT	0.52	17.5	B	EB	LT	0.54	17.9	B	EB	LT	0.17	11.7	B	EB	LT	0.17	11.7	B
	WB	TR	0.46	15.1	B	WB	TR	0.47	15.2	B	WB	TR	0.42	14.6	B	WB	TR	0.43	14.7	B	WB	TR	0.35	13.5	B	WB	TR	0.35	13.5	B	WB	TR	0.25	12.3	B	WB	TR	0.25	12.4	B
	NB	LTR	0.36	19.0	B	NB	LTR	0.36	19.1	B	NB	LTR	0.31	18.4	B	NB	LTR	0.32	18.4	B	NB	LTR	0.46	20.8	C	NB	LTR	0.47	20.9	C	NB	LTR	0.28	17.7	B	NB	LTR	0.29	17.8	B
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.30	12.7	B	EB	LT	0.30	12.8	B	EB	LT	0.38	15.1	C	EB	LT	0.39	15.3	C	EB	LT	0.46	14.9	B	EB	LT	0.47	15.1	C	EB	LT	0.16	10.8	B	EB	LT	0.16	10.9	B
East 139th Street & Jackson Avenue (signalized)	WB	TR	0.37	18.2	B	WB	TR	0.38	18.3	B	WB	TR	0.37	18.0	B	WB	TR	0.37	18.1	B	WB	TR	0.34	17.5	B	WB	TR	0.34	17.6	B	WB	TR	0.25	16.4	B	WB	TR	0.25	16.4	B
	NB	LT	0.08	11.4	B	NB	LT	0.08	11.4	B	NB	LT	0.15	12.1	B	NB	LT	0.16	12.1	B	NB	LT	0.09	11.5	B	NB	LT	0.09	11.5	B	NB	LT	0.12	11.8	B	NB	LT	0.12	11.8	B
East 138th Street & Jackson Avenue (signalized)	EB	LT	0.48	15.9	B	EB	LT	0.49	16.1	B	EB	LT	0.50	16.3	B	EB	LT	0.51	16.5	B	EB	LT	0.41	14.6	B	EB	LT	0.41	14.7	B	EB	LT	0.46	15.3	B	EB	LT	0.46	15.5	B
	EB	R	0.02	10.2	B	EB	R	0.02	10.2	B	EB	R	0.03	10.3	B	EB	R	0.03	10.3	B	EB	R	0.01	10.1	B	EB	R	0.01	10.1	B	EB	R	0.02	10.1	B	EB	R	0.02	10.1	B
	WB	LTR	0.22	12.1	B	WB	LTR	0.22	12.1	B	WB	LTR	0.24	12.3	B	WB	LTR	0.24	12.3	B	WB	LTR	0.17	11.6	B	WB	LTR	0.18	11.6	B	WB	LTR	0.15	11.3	B	WB	LTR	0.15	11.3	B
East 141st Street & Concord Avenue (two-way stop-controlled)	SB	LR	0.16	11.5	B	SB	LR	0.16	11.5	B	SB	LR	0.16	11.3	B	SB	LR	0.17	11.3	B	SB	LR	0.16	11.6	B	SB	LR	0.16	11.7	B	SB	LR	0.07	9.8	A	SB	LR	0.07	9.9	A
Southern Boulevard & Bruckner Boulevard SB (signalized)	EB	R	0.65	33.5	C	EB	R	0.66	34.0	C	EB	R	0.58	31.5	C	EB	R	0.62	32.6	C	EB	R	0.47	28.9	C	EB	R	0.51	29.6	C	EB	R	0.36	27.0	C	EB	R	0.38	27.3	C
	SB	T	0.54	19.7	B	SB	T	0.56	20.0	C	SB	T	0.53	19.5	B	SB	T	0.56	19.9	B	SB	T	0.47	18.5	B	SB	T	0.50	19.0	B	SB	T	0.39	17.4	B	SB	T	0.41	17.6	B
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.10	34.7	C	EB	L	0.11	34.8	C	EB	L	0.16	35.8	D	EB	L	0.16	35.8	D	EB	L	0.23	37.2	D	EB	L	0.23	37.3	D	EB	L	0.11	34.7	C	EB	L	0.11	34.8	C
	EB	TR	0.12	34.9	C	EB	TR	0.12	34.9	C	EB	TR	0.16	35.6	D	EB	TR	0.17	35.7	D	EB	TR	0.17	35.6	D	EB	TR	0.17	35.6	D	EB	TR	0.05	33.8	C	EB	TR	0.05	33.8	C
	WB	LT	0.27	25.5	C	WB	LT	0.28	25.7	C	WB	LT	0.42	28.5	C	WB	LT	0.42	28.6	C	WB	LT	0.39	27.6	C	WB	LT	0.40	27.8	C	WB	LT	0.15	23.2	C	WB	LT	0.15	23.2	C
	WB	R	0.15	23.5	C	WB	R	0.16	23.6	C	WB	R	0.36	27.2	C	WB	R	0.37	27.3	C	WB	R	0.46	30.3	C	WB	R	0.47	30.5	C	WB	R	0.11	22.9	C	WB	R	0.12	22.9	C
	NB (Main)	L	0.05	52.3	D	NB (Main)	L	0.05	52.3	D	NB (Main)	L	0.12	54.1	D	NB (Main)	L	0.12	54.1	D	NB (Main)	L	0.04	52.1	D	NB (Main)	L	0.04	52.1	D	NB (Main)	L	0.09	53.0	D	NB (Main)	L	0.09	53.0	D
	NB (Main)	T	0.29	9.3	A	NB (Main)	T	0.33	9.7	A	NB (Main)	T	0.33	9.8	A	NB (Main)	T	0.40	10.6	B	NB (Main)	T	0.25	9.0	A	NB (Main)	T	0.32	9.6	A	NB (Main)	T	0.33	9.6	A	NB (Main)	T	0.35	9.9	A
	SB	TR	0.70	21.7	C	SB	TR	0.72	22.3	C	SB	TR	0.68	21.3	C	SB	TR	0.72	22.2	C	SB	TR	0.61	19.7	B	SB	TR	0.65	20.5	C	SB	TR	0.47	17.3	B	SB	TR	0.48	17.6	B
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.13	23.6	C	EB	L	0.13	23.6	C	EB	L	0.32	29.8	C	EB	L	0.34	30.3	C	EB	L	0.42	34.8	C	EB	L	0.43	35.3	D	EB	L	0.05	22.3	C	EB	L	0.05	22.3	C
	WB	T	0.42	41.2	D	WB	T	0.43	41.4	D	WB	T	0.62	47.6	D	WB	T	0.63	48.0	D	WB	T	0.74	53.5	D	WB	T	0.75	54.5	D	WB	T	0.25	37.0	D	WB	T	0.26	37.0	D
	WB	R	0.13	35.4	D	WB	R	0.13	35.4	D	WB	R	0.32	39.7	D	WB	R	0.33	39.9	D	WB	R	0.40	41	D	WB	R	0.40	41.1	D	WB	R	0.12	35.1	D	WB	R	0.12	35.1	D
	NB (Local)	T	0.32	9.3	A	NB (Local)	T	0.33	9.5	A	NB (Local)	T	0.50	11.6	B	NB (Local)	T	0.52	11.9	B	NB (Local)	T	0.50	11.5	B	NB (Local)	T	0.51	11.7	B	NB (Local)	T	0.20	8.3	A	NB (Local)	T	0.20	8.4	A
Wales Avenue & Bruckner Boulevard (two-way stop-controlled)	EB	R	0.13	9.7	A	EB	R	0.13	9.7	A	EB	R	0.13	9.9	A	EB	R	0.14	10.0	B	EB	R	0.13	9.9	A	EB	R	0.13	9.8	A	EB	R	0.07	9.2	A	EB	R	0.07	9.2	A
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.43	44.6	D	EB	LTR	0.43	44.6	D	EB	LTR	0.58	49.3	D	EB	LTR	0.58	49.6	D	EB	LTR	0.55	48.2	D	EB	LTR	0.56	48.6	D	EB	LTR	0.25	40.0	D	EB	LTR	0.25	40.0	D
	NB (Main)	T	0.23	20.6	C	NB (Main)	T	0.26	21.1	C	NB (Main)	T	0.25	18.1	B	NB (Main)	T	0.31	18.8	B	NB (Main)	T	0.16	17.0	B	NB (Main)	T	0.21	17.6	B	NB (Main)	T	0.27	18.3	B	NB (Main)	T	0.29	18.5	B
	SB (Main)	L	0.84	78.8	E *	SB (Main)	L	0.85	80.8	F *	SB (Main)	L	1.05	138.5	F *	SB (Main)	L	1.06	142.3	F *	SB (Main)	L	0.76	76.9	E *	SB (Main)	L	0.77	78.2	E *	SB (Main)	L	0.63	65.2	E *	SB (Main)	L	0.64	65.9	E *
	SB (Main)	T	0.43	10.5	B	SB (Main)	T	0.45	10.7	B	SB (Main)	T	0.43	10.5	B	SB (Main)	T	0.46	11.0	B	SB (Main)	T	0.34	9.5	A	SB (Main)	T	0.38	9.9	A	SB (Main)	T	0.29	9.0	A	SB (Main)	T	0.30	9.1	A
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.37	22.6	C	EB	LT	0.37	22.7	C	EB	LT	0.42	26.9	C	EB	LT	0.43	27.0	C	EB	LT	0.33	25.1	C	EB	LT	0.34	25.2	C	EB	LT	0.20	23	C	EB	LT	0.21	23.0	C
	NB (Local)	TR	0.47	24.3	C	NB (Local)	TR	0.49	24.7	C	NB (Local)	TR	0.65	25.6	C	NB (Local)	TR	0.68	26.3	C	NB (Local)	TR	0.63	24.9	C	NB (Local)	TR	0.65	25.5	C	NB (Local)	TR	0.29	18.6	B	NB (Local)	TR	0.29	18.7	B
	SB (Local)	TR	0.53	11.9	B	SB (Local)	TR	0.55	12.2	B	SB (Local)	TR	0.63	13.5	B	SB (Local)	TR	0.65	14.0	B	SB (Local)	TR	0.57	12.4	B	SB (Local)	TR	0.59	12.9	B	SB (Local)	TR	0.39	10.1	B	SB (Local)	TR	0.41	10.2	B
East 139th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.01	9.2	A	WB	R	0.01	9.3	A	WB	R	0.08	9.6	A	WB	R	0.08	9.6	A	WB	R	0.21	10.1	B	WB	R	0.21	10.1	B	WB	R	0.03	9.4	A	WB	R	0.03	9.4	A
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.71	51.5	D	EB	LTR	0.72	52.0	D	EB	LTR	0.71	51.8	D	EB	LTR	0.72	52.2	D	EB	LTR	0.64	49.0	D	EB	LTR	0.65	49.3	D	EB	LTR	0.68	50.2	D	EB	LTR	0.69	50.6	D
	WB	LTR	0.72	32.6	C	WB	LTR	0.73	33.7	C	WB	LTR	0.71	27.6	C	WB	LTR	0.72	28.5	C	WB	LTR	0.50	18.8	B	WB	LTR	0.51	19.2	B	WB	LTR	0.46	17.4	B	WB	LTR	0.46	17.6	B
	SB (Main)	T	0.20	14.5	B	SB (Main)	T	0.23	14.8	B	SB (Main)	T	0.20	15.4	B	SB (Main)	T	0.24	15.9	B	SB (Main)	T	0.14	15.3	B	SB (Main)	T	0.19	15.8	B	SB (Main)	T	0.22	14.6	B	SB (Main)	T	0.23	14.8	B
	NB (Main)	T	0.52	18.8	B	NB (Main)	T	0.54	19.2	B	NB (Main)	T	0.50	19.5	B	NB (Main)	T	0.55	20.3	C	NB (Main)	T	0.50	21.1	C	NB (Main)	T	0.55	22.0	C	NB (Main)	T	0.36	16.2	B	NB (Main)	T	0.37	16.4	B
East 138th Street & Bruckner Boulevard NB Local/SB Local/NB(Ramp) (signalized)	EB	L	0.96	76.9	E *	EB	L	0.97	80.8	F *	EB	L	0.98	82.3	F *	EB	L	0.99	86.6	F *	EB	L	0.77	54.9	D	EB	L	0.79	56.3	E *	EB	L	0.96	77.3	E *	EB	L	0.98	81.0	F *
	EB	LT	0.30	32.2	C	EB	LT	0.30	32.3	C	EB	LT	0.23	31.1	C	EB	LT	0.23	31.1	C	EB	LT	0.41	34.7	C	EB	LT	0.42	34.9	C	EB	LT	0.23	30.9	C	EB	LT	0.23	30.9	C
	WB	T	0.96	116.6	F *	WB	T	0.97	120.0	F *	WB	T	1.05	135.5	F *	WB	T	1.07	140.6	F *	WB	T	0.97	123.2	F *	WB	T	0.99	126.8	F *	WB	T	0.61	63.9	E *	WB	T	0.61	64.2	E *
	WB	R	0.71	84.8	F *	WB	R	0.72	86.1	F *	WB	R	1.02	141.7	F *	WB	R	1.03	144.0	F *	WB	R	1.04	154.1	F *	WB	R	1.05	157.0	F *	WB	R	0.46	61	E *	WB	R	0.47	61.3	E *
	NB (Main to Ramp/Local	T	0.73	35.8	D	NB (Main to Ramp/Local	T	0.74	36.2	D	NB (Main to Ramp/Local	T	0.88	55.5	E *	NB (Main to Ramp/Local	T	0.89	57.0	E *	NB (Main to Ramp/Local	T	0.85	61.9	E *	NB (Main to Ramp/Local	T	0.87	63.2	E *	NB (Main to Ramp/Local	T	0.80	38.8	D	NB (Main to Ramp/Local	T	0.81	39.4	D
	NB (Local to Local)	T	0.70	25.7	C	NB (Local to Local)	T	0.74	27.3	C	NB (Local to Local)	T	1.05	75.8	E *	NB (Local to Local)	T	1.09	89.1	F *	NB (Local to Local)	T	1.05	75.5	E *	NB (Local to Local)	T	1.09	87.1	F *	NB (Local to Local)	T	0.43	18.4	B	NB (Local to Local)	T	0.44	18.7	B
	NB (Local)	R	0.12	13.9	B	NB (Local)	R	0.13	13.9	B	NB (Local)	R	0.13	13.9	B	NB (Local)	R	0.13	14.0	B	NB (Local)	R	0.10	13.6	B	NB (Local)	R	0.10	13.6	B	NB (Local)	R	0.09	13.5	B	NB (Local)	R	0.09	13.5	B
	NB (Local to Ramp)	T	0.96	109.6	F *	NB (Local to Ramp)	T	0.97	112.1	F *	NB (Local to Ramp)	T	1.05	133.4	F *	NB (Local to Ramp)	T	1.06	136.6	F *	NB (Local to Ramp)	T	1.05	129.4	F *	NB (Local to Ramp)	T	1.07	135.4	F *	NB (Local to Ramp)	T	0.79	78.6	E *	NB (Local to Ramp)	T	0.80	79.8	E *
	SB (Local)	TR	0.59	20.4	C	SB (Local)	TR	0.61	20.8	C	SB (Local)	TR	0.73	24.0	C	SB (Local)	TR	0.77	25.2	C	SB (Local)	TR	0.60	20.9	C	SB (Local)	TR	0.63	21.7	C	SB (Local)	TR	0.47	17.9	B	SB (Local)	TR	0.49	18.2	B

Notes - Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound. Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left. * Denotes congested lane group.

Table 11 – No-Action Intersection Capacity Analysis (cont.)

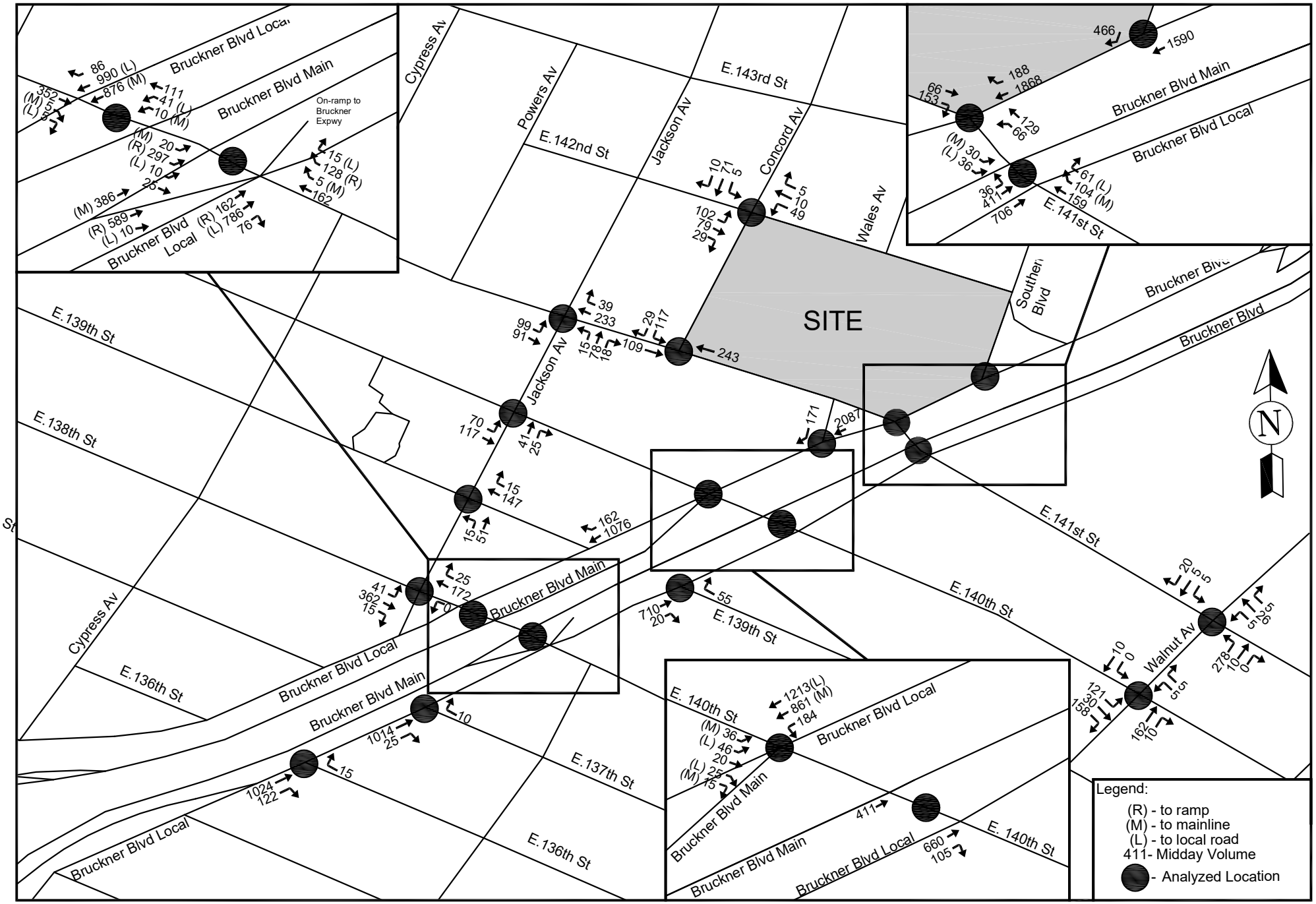
Intersection	Existing Weekday AM					No-Action Weekday AM					Existing Weekday Midday					No-Action Weekday Midday					Existing Weekday PM					No-Action Weekday PM					Existing Saturday					No-Action Saturday				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 137th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.01	12.1	B	WB	R	0.01	12.2	B	WB	R	0.02	12.3	B	WB	R	0.02	12.5	B	WB	R	0.16	13.9	B	WB	R	0.17	14.1	B	WB	R	0.03	10.3	B	WB	R	0.03	10.3	B
East 136th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.02	11.9	B	WB	R	0.02	12.0	B	WB	R	0.04	12.9	B	WB	R	0.04	13.1	B	WB	R	0.01	12.3	B	WB	R	0.01	12.4	B	WB	R	0.03	10.1	B	WB	R	0.03	10.2	B
East 141st Street & Walnut Avenue (all-way stop-controlled)	WB	LTR		8.1	A	WB	LTR		8.2	A	WB	LTR		8.2	A	WB	LTR		8.2	A	WB	LTR		8.3	A	WB	LTR		8.3	A	WB	LTR		7.4	A	WB	LTR		7.4	A
	NB	LTR		8.7	A	NB	LTR		8.7	A	NB	LTR		9.6	A	NB	LTR		9.7	A	NB	LTR		10.0	A	NB	LTR		10.0	B	NB	LTR		7.9	A	NB	LTR		7.9	A
	SB	LTR		7.8	A	SB	LTR		7.8	A	SB	LTR		7.2	A	SB	LTR		7.2	A	SB	LTR		7.5	A	SB	LTR		7.5	A	SB	LTR		6.8	A	SB	LTR		6.8	A
East 140th Street & Walnut Avenue (two-way stop-controlled)	EB	LTR	0.31	11.2	B	EB	LTR	0.31	11.2	B	EB	LTR	0.27	10.9	B	EB	LTR	0.28	11.0	B	EB	LTR	0.23	10.7	B	EB	LTR	0.24	10.8	B	EB	LTR	0.14	9.3	A	EB	LTR	0.14	9.4	A
	WB	LR	0.03	10.3	B	WB	LR	0.03	10.3	B	WB	LR	0.02	10.8	B	WB	LR	0.02	10.9	B	WB	LR	0.03	12.0	B	WB	LR	0.03	12.1	B	WB	LR	0.00	9.1	A	WB	LR	0.00	9.1	A
	SB	LT	0.01	7.9	A	SB	LT	0.01	7.9	A	SB	LT	0.00	7.6	A	SB	LT	0.00	7.6	A	SB	LT	0.01	8.1	A	SB	LT	0.01	8.1	A	SB	LT	0.00	7.3	A	SB	LT	0.00	7.3	A
East 142nd Street & Concord Avenue (all-way stop-controlled)	EB	LTR		8.3	A	EB	LTR		8.3	A	EB	LTR		8.9	A	EB	LTR		8.9	A	EB	LTR		9.3	A	EB	LTR		9.3	A	EB	LTR		7.8	A	EB	LTR		7.8	A
	WB	LTR		7.4	A	WB	LTR		7.5	A	WB	LTR		7.8	A	WB	LTR		7.8	A	WB	LTR		7.6	A	WB	LTR		7.7	A	WB	LTR		7.0	A	WB	LTR		7.1	A
	SB	LTR		7.9	A	SB	LTR		7.9	A	SB	LTR		8.1	A	SB	LTR		8.2	A	SB	LTR		8.1	A	SB	LTR		8.1	A	SB	LTR		7.4	A	SB	LTR		7.4	A

Notes - Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound. Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left. * Denotes congested lane group.



Borough Based Jails - Bronx Site **Figure 6a**

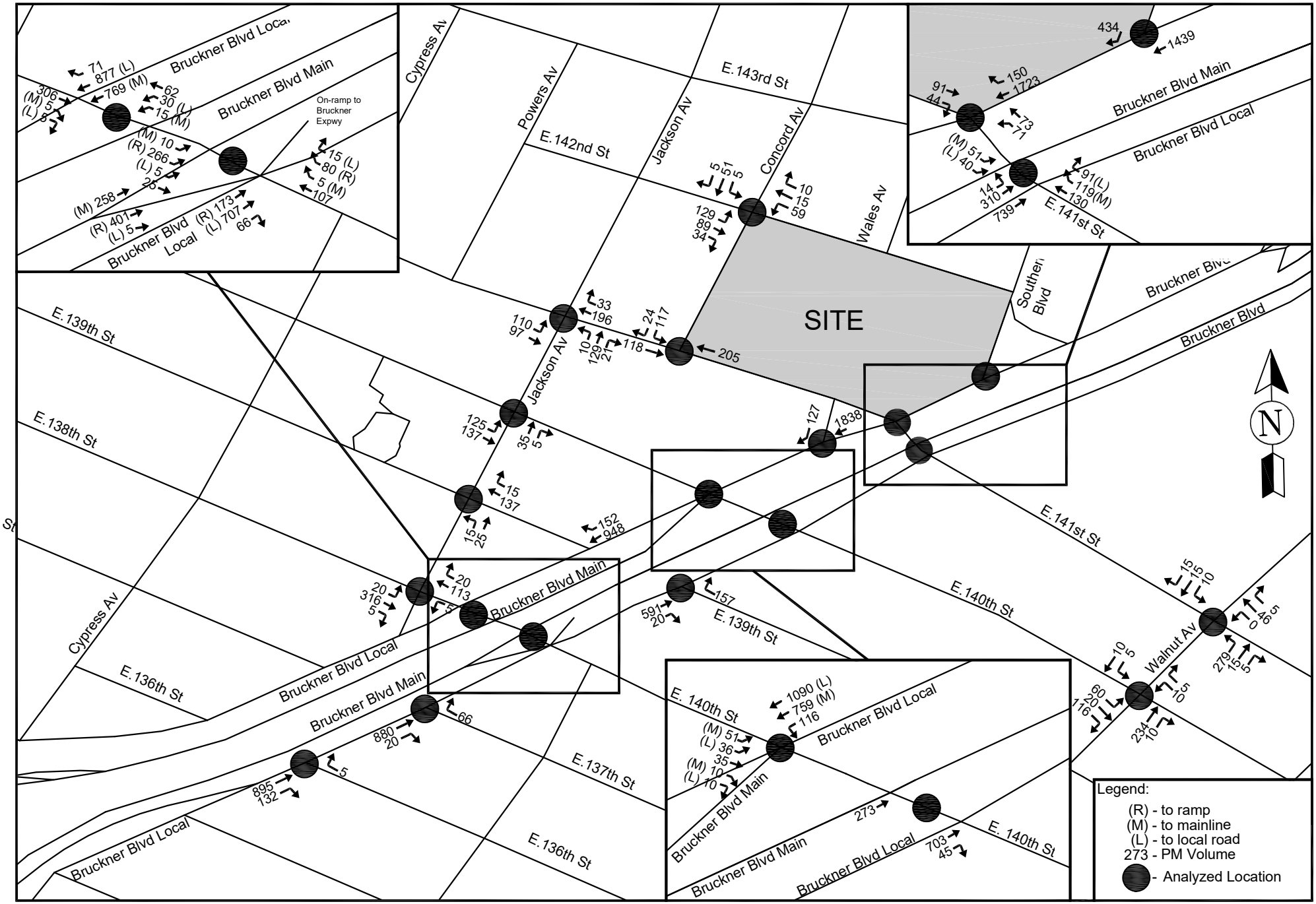
With-Action Traffic Volumes - Weekday AM Peak Hour



Borough Based Jails - Bronx Site

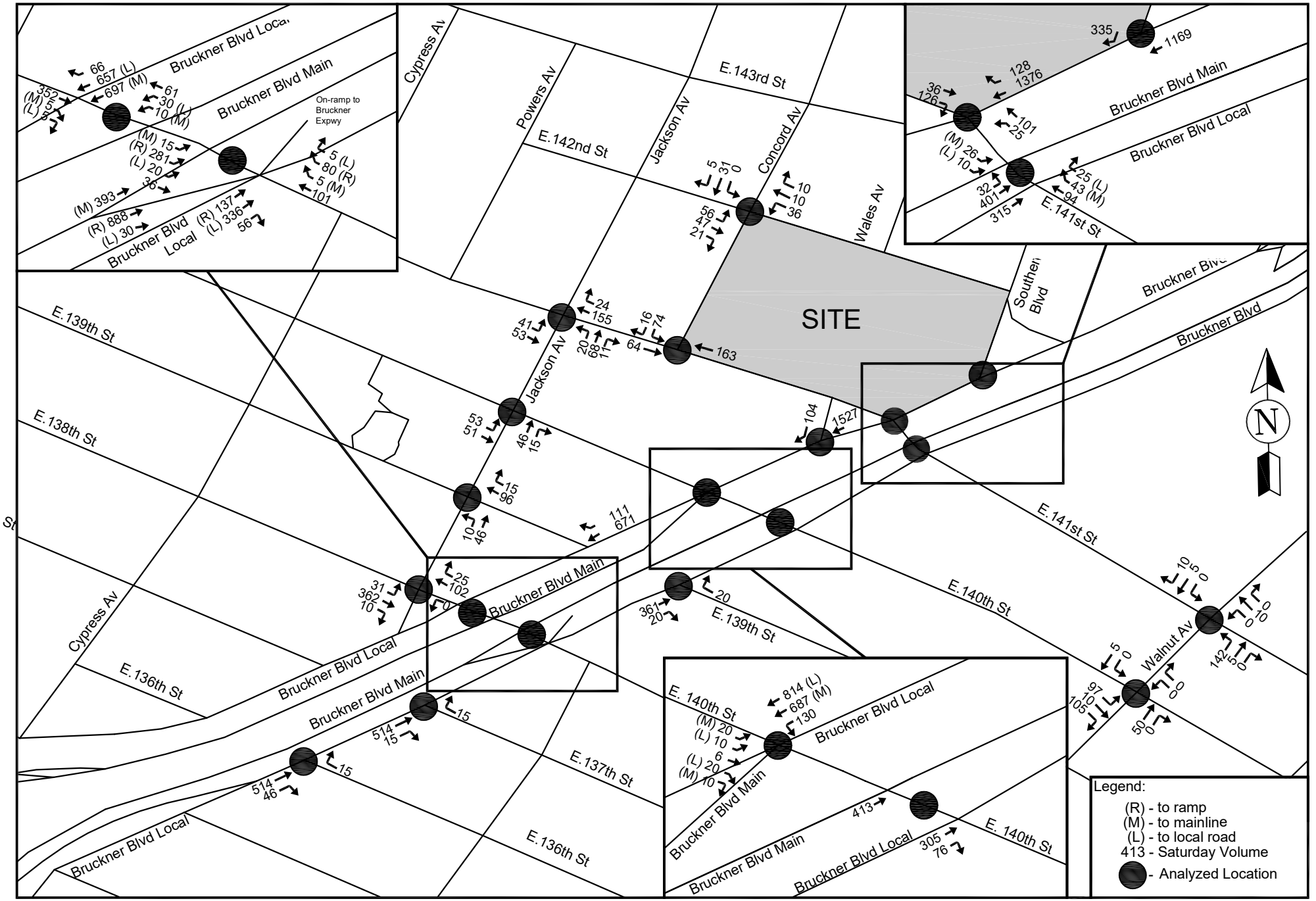
Figure 6b

With-Action Traffic Volumes - Weekday Midday Peak Hour



Borough Based Jails - Bronx Site **Figure 6c**

With-Action Traffic Volumes - Weekday PM Peak Hour



Borough Based Jails - Bronx Site

Figure 6d

With-Action Traffic Volumes - Saturday Peak Hour

Table 12 – With-Action Intersection Capacity Analysis

	No-Action Weekday AM					With-Action Weekday AM					No-Action Weekday Midday					With-Action Weekday Midday					No-Action Weekday PM					With-Action Weekday PM					No-Action Saturday					With-Action Saturday				
		Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay	
Intersection	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
East 141st Street & Jackson Avenue (signalized)	EB	LT	0.34	14.0	B	EB	LT	0.40	15.1	B	EB	LT	0.52	17.7	B	EB	LT	0.67	24.4	C	EB	LT	0.54	17.9	B	EB	LT	0.66	22.8	C	EB	LT	0.17	11.7	B	EB	LT	0.22	12.2	B
	WB	TR	0.47	15.2	B	WB	TR	0.50	15.9	B	WB	TR	0.43	14.7	B	WB	TR	0.54	16.7	B	WB	TR	0.35	13.5	B	WB	TR	0.43	14.6	B	WB	TR	0.25	12.4	B	WB	TR	0.33	13.3	B
	NB	LTR	0.36	19.1	B	NB	LTR	0.38	19.4	B	NB	LTR	0.32	18.4	B	NB	LTR	0.34	18.9	B	NB	LTR	0.47	20.9	C	NB	LTR	0.49	21.3	C	NB	LTR	0.29	17.8	B	NB	LTR	0.31	18.1	B
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.30	12.8	B	EB	LT	0.40	16.8	C	EB	LT	0.39	15.3	C	EB	LT	0.72	41.1	E *	EB	LT	0.47	15.1	C	EB	LT	0.79	40.6	E *	EB	LT	0.16	10.9	B	EB	LT	0.26	15.8	C
East 139th Street & Jackson Avenue (signalized)	WB	TR	0.38	18.3	B	WB	TR	0.38	18.3	B	WB	TR	0.37	18.1	B	WB	TR	0.37	18.1	B	WB	TR	0.34	17.6	B	WB	TR	0.34	17.6	B	WB	TR	0.25	16.4	B	WB	TR	0.25	16.4	B
	NB	LT	0.08	11.4	B	NB	LT	0.08	11.4	B	NB	LT	0.16	12.1	B	NB	LT	0.16	12.2	B	NB	LT	0.09	11.5	B	NB	LT	0.09	11.6	B	NB	LT	0.12	11.8	B	NB	LT	0.12	11.8	B
East 138th Street & Jackson Avenue (signalized)	EB	LT	0.49	16.1	B	EB	LT	0.50	16.3	B	EB	LT	0.51	16.5	B	EB	LT	0.54	17.2	B	EB	LT	0.41	14.7	B	EB	LT	0.43	15.0	B	EB	LT	0.46	15.5	B	EB	LT	0.49	15.9	B
	EB	R	0.02	10.2	B	EB	R	0.02	10.2	B	EB	R	0.03	10.3	B	EB	R	0.03	10.3	B	EB	R	0.01	10.1	B	EB	R	0.01	10.1	B	EB	R	0.02	10.1	B	EB	R	0.02	10.2	B
	WB	LTR	0.22	12.1	B	WB	LTR	0.22	12.1	B	WB	LTR	0.24	12.3	B	WB	LTR	0.24	12.3	B	WB	LTR	0.18	11.6	B	WB	LTR	0.18	11.6	B	WB	LTR	0.15	11.3	B	WB	LTR	0.15	11.3	B
East 141st Street & Concord Avenue (two-way stop-controlled)	SB	LR	0.16	11.5	B	SB	LR	0.26	13.5	B	SB	LR	0.17	11.3	B	SB	LR	0.36	16.4	C	SB	LR	0.16	11.7	B	SB	LR	0.38	17.7	C	SB	LR	0.07	9.9	A	SB	LR	0.20	13.0	B
Southern Boulevard & Bruckner Boulevard SB (signalized)	EB	R	0.66	34.0	C	EB	R	0.66	34.0	C	EB	R	0.62	32.6	C	EB	R	0.62	32.6	C	EB	R	0.51	29.6	C	EB	R	0.52	29.9	C	EB	R	0.38	27.3	C	EB	R	0.38	27.3	C
	SB	T	0.56	20.0	C	SB	T	0.58	20.4	C	SB	T	0.56	19.9	B	SB	T	0.57	20.1	C	SB	T	0.50	19.0	B	SB	T	0.51	19.0	B	SB	T	0.41	17.6	B	SB	T	0.42	17.7	B
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.11	34.8	C	EB	L	0.13	35.5	D	EB	L	0.16	35.8	D	EB	L	0.21	37.5	D	EB	L	0.23	37.3	D	EB	L	0.29	39.3	D	EB	L	0.11	34.8	C	EB	L	0.14	35.4	D
	EB	TR	0.12	34.9	C	EB	TR	0.45	42.8	D	EB	TR	0.17	35.7	D	EB	TR	0.88	74.0	E *	EB	TR	0.17	35.6	D	EB	TR	0.33	38.9	D	EB	TR	0.05	33.8	C	EB	TR	0.55	45.5	D
	WB	LT	0.28	25.7	C	WB	LT	0.57	32.2	C	WB	LT	0.42	28.6	C	WB	LT	0.92	72.3	E *	WB	LT	0.40	27.8	C	WB	LT	0.49	30.1	C	WB	LT	0.15	23.2	C	WB	LT	0.31	25.5	C
	WB	R	0.16	23.6	C	WB	R	0.21	24.4	C	WB	R	0.37	27.3	C	WB	R	0.53	33.2	C	WB	R	0.47	30.5	C	WB	R	0.65	40.6	D	WB	R	0.12	22.9	C	WB	R	0.20	24.3	C
	NB (Main)	L	0.05	52.3	D	NB (Main)	L	0.47	65.8	E *	NB (Main)	L	0.12	54.1	D	NB (Main)	L	0.44	66.0	E *	NB (Main)	L	0.04	52.1	D	NB (Main)	L	0.13	53.8	D	NB (Main)	L	0.09	53.0	D	NB (Main)	L	0.30	58.1	E *
	NB (Main)	T	0.33	9.7	A	NB (Main)	T	0.33	9.8	A	NB (Main)	T	0.40	10.6	B	NB (Main)	T	0.41	10.8	B	NB (Main)	T	0.32	9.6	A	NB (Main)	T	0.33	9.8	A	NB (Main)	T	0.35	9.9	A	NB (Main)	T	0.36	10.0	B
	SB	TR	0.72	22.3	C	SB	TR	0.75	23.1	C	SB	TR	0.72	22.2	C	SB	TR	0.74	22.8	C	SB	TR	0.65	20.5	C	SB	TR	0.67	20.9	C	SB	TR	0.48	17.6	B	SB	TR	0.50	17.8	B
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.13	23.6	C	EB	L	0.20	26.3	C	EB	L	0.34	30.3	C	EB	L	0.49	43.0	D	EB	L	0.43	35.3	D	EB	L	0.53	44.6	D	EB	L	0.05	22.3	C	EB	L	0.07	22.8	C
	WB	T	0.43	41.4	D	WB	T	0.82	62.8	E *	WB	T	0.63	48.0	D	WB	T	0.88	69.2	E *	WB	T	0.75	54.5	D	WB	T	0.86	64.5	E *	WB	T	0.26	37.0	D	WB	T	0.46	41.6	D
	WB	R	0.13	35.4	D	WB	R	0.13	35.5	D	WB	R	0.33	39.9	D	WB	R	0.36	41.3	D	WB	R	0.40	41.1	D	WB	R	0.45	43.3	D	WB	R	0.12	35.1	D	WB	R	0.14	35.4	D
	NB (Local)	T	0.33	9.5	A	NB (Local)	T	0.33	9.5	A	NB (Local)	T	0.52	11.9	B	NB (Local)	T	0.52	11.9	B	NB (Local)	T	0.51	11.7	B	NB (Local)	T	0.51	11.7	B	NB (Local)	T	0.20	8.4	A	NB (Local)	T	0.20	8.4	A
Wales Avenue & Bruckner Boulevard (two-way stop-controlled)	EB	R	0.13	9.7	A	EB	R	0.19	10.6	B	EB	R	0.14	10.0	B	EB	R	0.32	13.7	B	EB	R	0.13	9.8	A	EB	R	0.25	12.7	B	EB	R	0.07	9.2	A	EB	R	0.17	10.7	B
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.43	44.6	D	EB	LTR	0.43	44.6	D	EB	LTR	0.58	49.6	D	EB	LTR	0.58	49.6	D	EB	LTR	0.56	48.6	D	EB	LTR	0.56	48.6	D	EB	LTR	0.25	40.0	D	EB	LTR	0.25	40.0	D
	NB (Main)	T	0.26	21.1	C	NB (Main)	T	0.30	21.6	C	NB (Main)	T	0.31	18.8	B	NB (Main)	T	0.34	19.2	B	NB (Main)	T	0.21	17.6	B	NB (Main)	T	0.23	17.8	B	NB (Main)	T	0.29	18.5	B	NB (Main)	T	0.31	18.8	B
	SB (Main)	L	0.85	80.8	F	SB (Main)	L	0.95	97.5	F *	SB (Main)	L	1.06	142.3	F	SB (Main)	L	1.38	256.4	F *	SB (Main)	L	0.77	78.2	E	SB (Main)	L	0.83	86.5	F *	SB (Main)	L	0.64	65.9	E	SB (Main)	L	0.86	89.7	F *
	SB (Main)	T	0.45	10.7	B	SB (Main)	T	0.48	11.1	B	SB (Main)	T	0.46	11.0	B	SB (Main)	T	0.53	12.0	B	SB (Main)	T	0.38	9.9	A	SB (Main)	T	0.40	10.1	B	SB (Main)	T	0.30	9.1	A	SB (Main)	T	0.35	9.5	A
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.37	22.7	C	EB	LT	0.40	23.2	C	EB	LT	0.43	27.0	C	EB	LT	0.51	29.0	C	EB	LT	0.34	25.2	C	EB	LT	0.35	25.5	C	EB	LT	0.21	23.0	C	EB	LT	0.27	24.0	C
	NB (Local)	TR	0.49	24.7	C	NB (Local)	TR	0.60	27.1	C	NB (Local)	TR	0.68	26.3	C	NB (Local)	TR	0.77	29.9	C	NB (Local)	TR	0.65	25.5	C	NB (Local)	TR	0.68	26.4	C	NB (Local)	TR	0.29	18.7	B	NB (Local)	TR	0.37	19.8	B
	SB (Local)	TR	0.55	12.2	B	SB (Local)	TR	0.56	12.5	B	SB (Local)	TR	0.65	14.0	B	SB (Local)	TR	0.69	14.8	B	SB (Local)	TR	0.59	12.9	B	SB (Local)	TR	0.61	13.2	B	SB (Local)	TR	0.41	10.2	B	SB (Local)	TR	0.43	10.5	B
East 139th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.01	9.3	A	WB	R	0.01	9.4	A	WB	R	0.08	9.6	A	WB	R	0.09	10.3	B	WB	R	0.21	10.1	B	WB	R	0.24	11.1	B	WB	R	0.03	9.4	A	WB	R	0.03	10.0	A
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.72	52.0	D	EB	LTR	0.74	52.8	D	EB	LTR	0.72	52.2	D	EB	LTR	0.76	54.5	D	EB	LTR	0.65	49.3	D	EB	LTR	0.68	50.2	D	EB	LTR	0.69	50.6	D	EB	LTR	0.73	52.0	D
	WB	LTR	0.73	33.7	C	WB	LTR	0.74	34.9	C	WB	LTR	0.72	28.5	C	WB	LTR	0.74	30.7	C	WB	LTR	0.51	19.2	B	WB	LTR	0.52	19.6	B	WB	LTR	0.46	17.6	B	WB	LTR	0.48	18.1	B
	SB (Main)	T	0.23	14.8	B	SB (Main)	T	0.27	15.2	B	SB (Main)	T	0.24	15.9	B	SB (Main)	T	0.27	16.2	B	SB (Main)	T	0.19	15.8	B	SB (Main)	T	0.21	16.0	B	SB (Main)	T	0.23	14.8	B	SB (Main)	T	0.26	15.0	B
	NB (Main)	T	0.54	19.2	B	NB (Main)	T	0.58	20.0	B	NB (Main)	T	0.55	20.3	C	NB (Main)	T	0.63	22.0	C	NB (Main)	T	0.55	22.0	C	NB (Main)	T	0.58	22.7	C	NB (Main)	T	0.37	16.4	B	NB (Main)	T	0.43	17.2	B
East 138th Street & Bruckner Boulevard NB Local/SB Local/NB(Ramp) (signalized)	EB	L	0.97	80.8	F	EB	L	1.00	88.3	F *	EB	L	0.99	86.6	F	EB	L	1.07	107.2	F *	EB	L	0.79	56.3	E	EB	L	0.82	60.1	E	EB	L	0.98	81.0	F	EB	L	1.04	96.1	F *
	EB	LT	0.30	32.3	C	EB	LT	0.31	32.5	C	EB	LT	0.23	31.1	C	EB	LT	0.24	31.3	C	EB	LT	0.42	34.9	C	EB	LT	0.43	35.2	D	EB	LT	0.23	30.9	C	EB	LT	0.24	31.0	C
	WB	T	0.97	120.0	F	WB	T	0.97	120.0	F	WB	T	1.07	140.6	F	WB	T	1.07	140.6	F	WB	T	0.99	126.8	F	WB	T	0.99	126.8	F	WB	T	0.61	64.2	E	WB	T	0.61	64.2	E
	WB	R	0.72	86.1	F	WB	R	0.91	119.7	F *	WB	R	1.03	144.0	F	WB	R	1.49	302.8	F *	WB	R	1.05	157.0	F	WB	R	1.17	194.8	F *	WB	R	0.47	61.3	E	WB	R	0.78	88.1	F *
	NB (Main to Ramp/Local	T	0.74	36.2	D	NB (Main to Ramp/Local	T	0.74	36.2	D	NB (Main to Ramp/Local	T	0.89	57.0	E	NB (Main to Ramp/Local	T	0.89	57.0	E	NB (Main to Ramp/Local	T	0.87	63.2	E	NB (Main to Ramp/Local	T	0.87	63.2	E	NB (Main to Ramp/Local	T	0.81	39.4	D	NB (Main to Ramp/Local	T	0.81	39.4	D
	NB (Local to Local)	T	0.74	27.3	C	NB (Local to Local)	T	0.88	37.4	D	NB (Local to Local)	T	1.09	89.1	F	NB (Local to Local)	T	1.21	133.1	F *	NB (Local to Local)	T	1.09	87.1	F	NB (Local to Local)	T	1.13	104.7	F *	NB (Local to Local)	T	0.44	18.7	B	NB (Local to Local)	T	0.54	20.9	C
	NB (Local)	R	0.13	13.9	B	NB (Local)	R	0.13	13.9	B	NB (Local)	R	0.13	14.0	B	NB (Local)	R	0.13	14.0	B	NB (Local)	R	0.10	13.6	B	NB (Local)	R	0.11	13.6	B	NB (Local)	R	0.09	13.5	B	NB (Local)	R	0.09	13.5	B
	NB (Local to Ramp)	T	0.97	112.1	F	NB (Local to Ramp)	T	0.97	112.1	F	NB (Local to Ramp)	T	1.06	136.6	F	NB (Local to Ramp)	T	1.06	136.6	F	NB (Local to Ramp)	T	1.07	135.4	F	NB (Local to Ramp)	T	1.07	135.4	F	NB (Local to Ramp)	T	0.80	79.8	E	NB (Local to Ramp)	T	0.80	79.8	E
	SB (Local)	TR	0.61	20.8	C	SB (Local)	TR	0.64	21.4	C	SB (Local)	TR	0.77	25.2	C	SB (Local)	TR	0.81	27.3	C	SB (Local)	TR	0.63	21.7	C	SB (Local)	TR	0.65	22.2	C	SB (Local)	TR	0.49	18.2	B	SB (Local)	TR	0.52	18.8	B

Notes - Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound. Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left. * Denotes impacted lane group.

Table 12 – With-Action Intersection Capacity Analysis (cont.)

	No-Action Weekday AM					With-Action Weekday AM					No-Action Weekday Midday					With-Action Weekday Midday					No-Action Weekday PM					With-Action Weekday PM					No-Action Saturday					With-Action Saturday				
		Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay	
Intersection	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
East 137th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.01	12.2	B	WB	R	0.01	12.8	B	WB	R	0.02	12.5	B	WB	R	0.03	12.9	B	WB	R	0.17	14.1	B	WB	R	0.17	14.3	B	WB	R	0.03	10.3	B	WB	R	0.03	10.6	B
East 136th Street & Bruckner Boulevard NB (two-way stop-controlled)	WB	R	0.02	12.0	B	WB	R	0.02	12.6	B	WB	R	0.04	13.1	B	WB	R	0.04	13.7	B	WB	R	0.01	12.4	B	WB	R	0.01	12.6	B	WB	R	0.03	10.2	B	WB	R	0.03	10.4	B
East 141st Street & Walnut Avenue (all-way stop-controlled)	WB	LTR		8.2	A	WB	LTR		8.4	A	WB	LTR		8.2	A	WB	LTR		8.4	A	WB	LTR		8.3	A	WB	LTR		8.4	A	WB	LTR		7.4	A	WB	LTR		7.6	A
	NB	LTR		8.7	A	NB	LTR		10.0	B	NB	LTR		9.7	A	NB	LTR		11.0	B	NB	LTR		10.0	B	NB	LTR		10.5	B	NB	LTR		7.9	A	NB	LTR		8.5	A
	SB	LTR		7.8	A	SB	LTR		7.9	A	SB	LTR		7.2	A	SB	LTR		7.3	A	SB	LTR		7.5	A	SB	LTR		7.6	A	SB	LTR		6.8	A	SB	LTR		6.9	A
East 140th Street & Walnut Avenue (two-way stop-controlled)	EB	LTR	0.31	11.2	B	EB	LTR	0.50	13.9	B	EB	LTR	0.28	11.0	B	EB	LTR	0.45	13.0	B	EB	LTR	0.24	10.8	B	EB	LTR	0.31	11.6	B	EB	LTR	0.14	9.4	A	EB	LTR	0.27	10.1	B
	WB	LR	0.03	10.3	B	WB	LR	0.03	10.4	B	WB	LR	0.02	10.9	B	WB	LR	0.02	11.3	B	WB	LR	0.03	12.1	B	WB	LR	0.03	12.2	B	WB	LR	0.00	9.1	A	WB	LR	0.00	9.3	A
	SB	LT	0.01	7.9	A	SB	LT	0.01	7.9	A	SB	LT	0.00	7.6	A	SB	LT	0.00	7.6	A	SB	LT	0.01	8.1	A	SB	LT	0.01	8.1	A	SB	LT	0.00	7.3	A	SB	LT	0.00	7.3	A
East 142nd Street & Concord Avenue (all-way stop-controlled)	EB	LTR		8.3	A	EB	LTR		8.4	A	EB	LTR		8.9	A	EB	LTR		9.3	A	EB	LTR		9.3	A	EB	LTR		9.7	A	EB	LTR		7.8	A	EB	LTR		7.9	A
	WB	LTR		7.5	A	WB	LTR		7.9	A	WB	LTR		7.8	A	WB	LTR		8.3	A	WB	LTR		7.7	A	WB	LTR		8.2	A	WB	LTR		7.1	A	WB	LTR		7.5	A
	SB	LTR		7.9	A	SB	LTR		8.1	A	SB	LTR		8.2	A	SB	LTR		8.4	A	SB	LTR		8.1	A	SB	LTR		8.3	A	SB	LTR		7.4	A	SB	LTR		7.5	A

Notes - Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound. Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left. * Denotes impacted lane group.

Table 13
Comparison of With-Action Impacted Intersection Movements

Analyzed Intersections	Weekday AM		Weekday MD		Weekday PM		Saturday	
	FEIS	TechMemo 2023	FEIS	TechMemo 2023	FEIS	TechMemo 2023	FEIS	TechMemo 2023
1. East 141st Street & Jackson Avenue	EB-LTR,WB-LTR		EB-LTR,WB-LTR					
2. East 140th Street & Jackson Avenue	EB-LTR		EB-LTR	EB-LT		EB-LT	EB-LTR	
3. East 139th Street & Jackson Avenue								
4. East 138th Street & Jackson Avenue	SB-LTR		SB-LTR				SB-LTR	
5. East 141st Street & Concord Avenue								
6. Southern Boulevard & Bruckner Boulevard SB								
7. East 141st Street & Bruckner Boulevard SB	WB-LT		EB-TR,WB-LT	EB-TR,WB-LT			EB-TR,WB-LT	
8. East 141st Street & Bruckner Boulevard NB	EB-L,WB-T	WB-T,NB-L	EB-L,WB-T,WB-R	WB-T,NB-L		WB-T	EB-L,WB-T,WB-R	NB-L
9. Wales Avenue & Bruckner Boulevard SB								
10. East 140th Street & Bruckner Boulevard SB		SB-L	SB-T(Local)	SB-L		SB-L		SB-L
11. East 140th Street & Bruckner Boulevard NB								
12. East 139th Street & Bruckner Boulevard NB								
13. East 138th Street & Bruckner Boulevard SB	EB-TR,WB-LT		EB-TR,WB-LT				EB-TR,WB-LT	
14. East 138th Street & Bruckner Boulevard NB	EB-L,NB-T(Main to Ramp)	EB-L,WB-R	EB-L,EB-LT,NB-T(Main to Ramp)	EB-L,WB-R,NB-T(Local to Local)		WB-R,NB-T(Local to Local)	EB-L,NB-T(Main to Ramp)	EB-L,WB-R
15. East 137th Street & Bruckner Boulevard NB								
16. East 136th Street & Bruckner Boulevard NB								
17. East 140th Street & Walnut Avenue								
18. East 141st Street & Walnut Avenue								
19. East 142nd Street & Concord Avenue								
Total Impacted Movements	11	5	15	9	0	5	11	4

Note: FEIS did not analyze the weekday PM peak hour

MITIGATION

Many of these impacts discussed above could be mitigated through the implementation of traffic engineering improvements, including modification of existing traffic signal phasing and/or timing. **Table 14** summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during the weekday AM, weekday midday, weekday PM, and Saturday peak hours. Implementation of the recommended traffic engineering improvements is subject to final review and approval by DOT. If this measure is deemed infeasible, other potential measures will be considered in consultation with the NYCDOT. In the absence of the application of mitigation measures, the impact would remain unmitigated.

The v/c ratios, delays, and LOS for analyzed lane groups during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours under With-Action conditions with mitigation measures are shown in **Tables 15** through **18**, respectively. **Tables 15** through **18** show that significant adverse impacts would be fully mitigated at all impacted lane groups during the Saturday peak hour. During the weekday AM peak hour, one lane group would remain unmitigated, while seven lane groups would remain unmitigated during the midday peak hour and three lane groups would remain unmitigated during the weekday PM peak hour. In comparison, the project analyzed in the FEIS would result in significant adverse impacts that would remain unmitigated at nine, 13, and six lane groups in the weekday AM, weekday midday, and Saturday peak hours, respectively, while the weekday PM peak hour was not analyzed. **Table 19** shows the comparison summary of the number of traffic impacts between the FEIS and the newly modified project, while **Table 20** details the specific lane groups at each intersection with potentially unmitigated significant adverse traffic impacts for both the FEIS and newly modified project.

Table 14
Proposed Traffic Mitigation Measures Under the Newly Modified Project

Intersection	Signal Phase	No Action Signal Timing (Seconds) (1) AM	MD	PM	SAT	Proposed Signal Timing (Seconds) (1) AM	MD	PM	SAT	Recommended Mitigation
East 140th Street & Jackson Avenue	Unsignalized	- -	- -	- -	- -	- -	- -	- -	- -	- All potential impacts remain unmitigated in the weekday midday and PM peak hours.
East 141st Street & Bruckner Boulevard (NB & SB)	EB/WB	36	36	36	36	36	36	38	36	- Transfer 3s of green time from NB/SB to NB/NB-L in AM; 2s in midday and 1s in Saturday. - Transfer 2s of green time from NB/SB to EB/WB in PM.
	NB/NB-L	14	14	14	14	17	16	14	15	
	NB/SB	70	70	70	70	67	68	68	69	
East 140th Street & Bruckner Boulevard (NB & SB)	EB	36	36	36	36	36	36	36	36	- Transfer 2s, 4s, 1s and 3s of green time from NB/SB to SB/SB-L in AM, midday, PM and Saturday peak hours respectively.
	SB/SB-L	25	20	20	20	27	24	21	23	
	NB/SB	59	64	64	64	57	60	63	61	
East 138th Street & Bruckner Boulevard (NB & SB)	WB	19	19	19	19	22	19	19	22	- Transfer 1s of green time from NB/SB to EB/WB in AM and Saturday. - Transfer 3s of green time from NB/SB to WB in AM, and 4s in Saturday. - All potential impacts remain unmitigated in the weekday midday and PM peak hours.
	EB/WB	30	30	30	30	31	30	30	31	
	NB/SB	51	51	51	51	47	51	51	47	
	NB(Ramp)/SB	20	20	20	20	20	20	20	20	

Notes:
(1) Signal timings shown indicate green plus yellow (including all red) for each phase.

Table 15
With-Action Condition with Mitigation at Impacted Lane Groups – Weekday AM Peak Hour

	No-Action Weekday AM					With-Action Weekday AM						With-Action With Mitigation Weekday AM					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.30	12.8	B	EB	LT	0.40	16.8	C		EB	LT	0.40	16.8	C	
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.11	34.8	C	EB	L	0.13	35.5	D		EB	L	0.13	35.5	D	
	EB	TR	0.12	34.9	C	EB	TR	0.45	42.8	D		EB	TR	0.45	42.8	D	
	WB	LT	0.28	25.7	C	WB	LT	0.57	32.2	C		WB	LT	0.57	32.2	C	
	WB	R	0.16	23.6	C	WB	R	0.21	24.4	C		WB	R	0.21	24.4	C	
	NB (Main)	L	0.05	52.3	D	NB (Main)	L	0.47	65.8	E	*	NB (Main)	L	0.35	56.4	E	
	NB (Main)	T	0.33	9.7	A	NB (Main)	T	0.33	9.8	A		NB (Main)	T	0.33	9.8	A	
	SB	TR	0.72	22.3	C	SB	TR	0.75	23.1	C		SB	TR	0.79	26.0	C	
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.13	23.6	C	EB	L	0.20	26.3	C		EB	L	0.20	26.3	C	
	WB	T	0.43	41.4	D	WB	T	0.82	62.8	E	*	WB	T	0.82	62.8	E	*
	WB	R	0.13	35.4	D	WB	R	0.13	35.5	D		WB	R	0.13	35.5	D	
	NB (Local)	T	0.33	9.5	A	NB (Local)	T	0.33	9.5	A		NB (Local)	T	0.33	9.5	A	
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.43	44.6	D	EB	LTR	0.43	44.6	D		EB	LTR	0.43	44.6	D	
	NB (Main)	T	0.26	21.1	C	NB (Main)	T	0.30	21.6	C		NB (Main)	T	0.31	22.9	C	
	SB (Main)	L	0.85	80.8	F	SB (Main)	L	0.95	97.5	F	*	SB (Main)	L	0.86	78.1	E	
	SB (Main)	T	0.45	10.7	B	SB (Main)	T	0.48	11.1	B		SB (Main)	T	0.48	11.1	B	
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.37	22.7	C	EB	LT	0.40	23.2	C		EB	LT	0.39	21.8	C	
	NB (Local)	TR	0.49	24.7	C	NB (Local)	TR	0.60	27.1	C		NB (Local)	TR	0.62	28.9	C	
	SB (Local)	TR	0.55	12.2	B	SB (Local)	TR	0.56	12.5	B		SB (Local)	TR	0.56	12.5	B	
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.72	52.0	D	EB	LTR	0.74	52.8	D		EB	LTR	0.71	50.6	D	
	WB	LTR	0.73	33.7	C	WB	LTR	0.74	34.9	C		WB	LTR	0.63	21.3	C	
	SB (Main)	T	0.23	14.8	B	SB (Main)	T	0.27	15.2	B		SB (Main)	T	0.29	17.4	B	
	NB (Main)	T	0.54	19.2	B	NB (Main)	T	0.58	20.0	B		NB (Main)	T	0.62	23.1	C	
East 138th Street & Bruckner Boulevard NB (signalized)	EB	L	0.97	80.8	F	EB	L	1.00	88.3	F	*	EB	L	0.96	76.7	E	
	EB	LT	0.30	32.3	C	EB	LT	0.31	32.5	C		EB	LT	0.30	31.0	C	
	WB	T	0.97	120.0	F	WB	T	0.97	120.0	F		WB	T	0.80	80.6	F	
	WB	R	0.72	86.1	F	WB	R	0.91	119.7	F	*	WB	R	0.74	81.1	F	
	NB (Main to Ramp/Local	T	0.74	36.2	D	NB (Main to Ramp/Local	T	0.74	36.2	D		NB (Main to Ramp/Local	T	0.81	42.3	D	
	NB (Local to Local)	T	0.74	27.3	C	NB (Local to Local)	T	0.88	37.4	D		NB (Local to Local)	T	0.94	48.5	D	
	NB (Local)	R	0.13	13.9	B	NB (Local)	R	0.13	13.9	B		NB (Local)	R	0.13	16.0	B	
	NB (Local to Ramp)	T	0.97	112.1	F	NB (Local to Ramp)	T	0.97	112.1	F		NB (Local to Ramp)	T	0.97	112.1	F	
	SB (Local)	TR	0.61	20.8	C	SB (Local)	TR	0.64	21.4	C		SB (Local)	TR	0.68	24.8	C	

Notes
Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
* Denotes impacted lane group.

Table 16
With-Action Condition with Mitigation at Impacted Lane Groups – Weekday Midday Peak Hour

	No-Action Weekday MD					With-Action Weekday MD						With-Action With Mitigation Weekday MD					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.39	15.3	C	EB	LT	0.72	41.1	E	*	EB	LT	0.72	41.1	E	*
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.16	35.8	D	EB	L	0.21	37.5	D		EB	L	0.21	37.5	D	
	EB	TR	0.17	35.7	D	EB	TR	0.88	74.0	E	*	EB	TR	0.88	74.0	E	*
	WB	LT	0.42	28.6	C	WB	LT	0.92	72.3	E	*	WB	LT	0.92	72.3	E	*
	WB	R	0.37	27.3	C	WB	R	0.53	33.2	C		WB	R	0.53	33.2	C	
	NB (Main)	L	0.12	54.1	D	NB (Main)	L	0.44	66.0	E	*	NB (Main)	L	0.36	58.9	E	
	NB (Main)	T	0.40	10.6	B	NB (Main)	T	0.41	10.8	B		NB (Main)	T	0.41	10.8	B	
	SB	TR	0.72	22.2	C	SB	TR	0.74	22.8	C		SB	TR	0.77	24.7	C	
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.34	30.3	C	EB	L	0.49	43.0	D		EB	L	0.49	43.0	D	
	WB	T	0.63	48.0	D	WB	T	0.88	69.2	E	*	WB	T	0.88	69.2	E	*
	WB	R	0.33	39.9	D	WB	R	0.36	41.3	D		WB	R	0.36	41.3	D	
	NB (Local)	T	0.52	11.9	B	NB (Local)	T	0.52	11.9	B		NB (Local)	T	0.52	11.9	B	
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.58	49.6	D	EB	LTR	0.58	49.6	D		EB	LTR	0.58	49.6	D	
	NB (Main)	T	0.31	18.8	B	NB (Main)	T	0.34	19.2	B		NB (Main)	T	0.36	21.9	C	
	SB (Main)	L	1.06	142.3	F	SB (Main)	L	1.38	256.4	F	*	SB (Main)	L	1.09	138.9	F	
	SB (Main)	T	0.46	11.0	B	SB (Main)	T	0.53	12.0	B		SB (Main)	T	0.53	12.0	B	
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.43	27.0	C	EB	LT	0.51	29.0	C		EB	LT	0.47	25.5	C	
	NB (Local)	TR	0.68	26.3	C	NB (Local)	TR	0.77	29.9	C		NB (Local)	TR	0.83	35.6	D	
	SB (Local)	TR	0.65	14.0	B	SB (Local)	TR	0.69	14.8	B		SB (Local)	TR	0.69	14.8	B	
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.72	52.2	D	EB	LTR	0.76	54.5	D		EB	LTR	0.76	54.5	D	
	WB	LTR	0.72	28.5	C	WB	LTR	0.74	30.7	C		WB	LTR	0.74	30.7	C	
	SB (Main)	T	0.24	15.9	B	SB (Main)	T	0.27	16.2	B		SB (Main)	T	0.27	16.2	B	
	NB (Main)	T	0.55	20.3	C	NB (Main)	T	0.63	22.0	C		NB (Main)	T	0.63	22.0	C	
East 138th Street & Bruckner Boulevard NB Local/SB Local/NB(Ramp) (signalized)	EB	L	0.99	86.6	F	EB	L	1.07	107.2	F	*	EB	L	1.07	107.2	F	*
	EB	LT	0.23	31.1	C	EB	LT	0.24	31.3	C		EB	LT	0.24	31.3	C	
	WB	T	1.07	140.6	F	WB	T	1.07	140.6	F		WB	T	1.07	140.6	F	
	WB	R	1.03	144.0	F	WB	R	1.47	302.8	F	*	WB	R	1.47	302.8	F	*
	NB (Main to Ramp/Local	T	0.89	57.0	E	NB (Main to Ramp/Local	T	0.89	57.0	E		NB (Main to Ramp/Local	T	0.89	57.0	E	
	NB (Local to Local)	T	1.09	89.1	F	NB (Local to Local)	T	1.21	133.1	F	*	NB (Local to Local)	T	1.21	133.1	F	*
	NB (Local)	R	0.13	14.0	B	NB (Local)	R	0.13	14.0	B		NB (Local)	R	0.13	14.0	B	
	NB (Local to Ramp)	T	1.06	136.6	F	NB (Local to Ramp)	T	1.06	136.6	F		NB (Local to Ramp)	T	1.06	136.6	F	
	SB (Local)	TR	0.77	25.2	C	SB (Local)	TR	0.81	27.3	C		SB (Local)	TR	0.81	27.3	C	

Notes
Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
* Denotes impacted lane group.

Table 17
With-Action Condition with Mitigation at Impacted Lane Groups – Weekday PM Peak Hour

	No-Action Weekday PM					With-Action Weekday PM						With-Action With Mitigation Weekday PM					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.47	15.1	C	EB	LT	0.79	40.6	E	*	EB	LT	0.79	40.6	E	*
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.23	37.3	D	EB	L	0.29	39.3	D		EB	L	0.26	36.9	D	
	EB	TR	0.17	35.6	D	EB	TR	0.33	38.9	D		EB	TR	0.31	36.9	D	
	WB	LT	0.40	27.8	C	WB	LT	0.49	30.1	C		WB	LT	0.46	26.9	C	
	WB	R	0.47	30.5	C	WB	R	0.65	40.6	D		WB	R	0.60	34.6	C	
	NB (Main)	L	0.04	52.1	D	NB (Main)	L	0.13	53.8	D		NB (Main)	L	0.13	53.8	D	
	NB (Main)	T	0.32	9.6	A	NB (Main)	T	0.33	9.8	A		NB (Main)	T	0.34	10.7	B	
	SB	TR	0.65	20.5	C	SB	TR	0.67	20.9	C		SB	TR	0.69	22.5	C	
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.43	35.3	D	EB	L	0.53	44.6	D		EB	L	0.45	35.2	D	
	WB	T	0.75	54.5	D	WB	T	0.86	64.5	E	*	WB	T	0.80	56.8	E	
	WB	R	0.40	41.1	D	WB	R	0.45	43.3	D		WB	R	0.42	40.4	D	
	NB (Local)	T	0.51	11.7	B	NB (Local)	T	0.51	11.7	B		NB (Local)	T	0.53	12.9	B	
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.56	48.6	D	EB	LTR	0.56	48.6	D		EB	LTR	0.56	48.6	D	
	NB (Main)	T	0.21	17.6	B	NB (Main)	T	0.23	17.8	B		NB (Main)	T	0.23	18.4	B	
	SB (Main)	L	0.77	78.2	E	SB (Main)	L	0.83	86.5	F	*	SB (Main)	L	0.78	77.2	E	
	SB (Main)	T	0.38	9.9	A	SB (Main)	T	0.40	10.1	B		SB (Main)	T	0.40	10.1	B	
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.34	25.2	C	EB	LT	0.35	25.5	C		EB	LT	0.35	24.7	C	
	NB (Local)	TR	0.65	25.5	C	NB (Local)	TR	0.68	26.4	C		NB (Local)	TR	0.69	27.4	C	
	SB (Local)	TR	0.59	12.9	B	SB (Local)	TR	0.61	13.2	B		SB (Local)	TR	0.61	13.2	B	
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.65	49.3	D	EB	LTR	0.68	50.2	D		EB	LTR	0.68	50.2	D	
	WB	LTR	0.51	19.2	B	WB	LTR	0.52	19.6	B		WB	LTR	0.52	19.6	B	
	SB (Main)	T	0.19	15.8	B	SB (Main)	T	0.21	16.0	B		SB (Main)	T	0.21	16.0	B	
	NB (Main)	T	0.55	22.0	C	NB (Main)	T	0.58	22.7	C		NB (Main)	T	0.58	22.7	C	
East 138th Street & Bruckner Boulevard NB (signalized)	EB	L	0.79	56.3	E	EB	L	0.82	60.1	E		EB	L	0.82	60.1	E	
	EB	LT	0.42	34.9	C	EB	LT	0.43	35.2	D		EB	LT	0.43	35.2	D	
	WB	T	0.99	126.8	F	WB	T	0.99	126.8	F		WB	T	0.99	126.8	F	
	WB	R	1.05	157.0	F	WB	R	1.17	194.8	F	*	WB	R	1.17	194.8	F	*
	NB (Main to Ramp/Local)	T	0.87	63.2	E	NB (Main to Ramp/Local)	T	0.87	63.2	E		NB (Main to Ramp/Local)	T	0.87	63.2	E	
	NB (Local to Local)	T	1.09	87.1	F	NB (Local to Local)	T	1.13	104.7	F	*	NB (Local to Local)	T	1.13	104.7	F	*
	NB (Local)	R	0.10	13.6	B	NB (Local)	R	0.11	13.6	B		NB (Local)	R	0.11	13.6	B	
	NB (Local to Ramp)	T	1.07	135.4	F	NB (Local to Ramp)	T	1.07	135.4	F		NB (Local to Ramp)	T	1.07	135.4	F	
	SB (Local)	TR	0.63	21.7	C	SB (Local)	TR	0.65	22.2	C		SB (Local)	TR	0.65	22.2	C	

Notes
Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
* Denotes impacted lane group.

Table 18
With-Action Condition with Mitigation at Impacted Lane Groups – Saturday Peak Hour

	No-Action Saturday					With-Action Saturday						With-Action With Mitigation Saturday					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 140th Street & Jackson Avenue (two-way stop-controlled)	EB	LT	0.16	10.9	B	EB	LT	0.26	15.8	C		EB	LT	0.26	15.8	C	
East 141st Street & Bruckner Boulevard SB/NB Main (signalized)	EB	L	0.11	34.8	C	EB	L	0.14	35.4	D		EB	L	0.14	35.4	D	
	EB	TR	0.05	33.8	C	EB	TR	0.55	45.5	D		EB	TR	0.55	45.5	D	
	WB	LT	0.15	23.2	C	WB	LT	0.31	25.5	C		WB	LT	0.31	25.5	C	
	WB	R	0.12	22.9	C	WB	R	0.20	24.3	C		WB	R	0.20	24.3	C	
	NB (Main)	L	0.09	53.0	D	NB (Main)	L	0.30	58.1	E	*	NB (Main)	L	0.27	55.9	E	
	NB (Main)	T	0.35	9.9	A	NB (Main)	T	0.36	10.0	B		NB (Main)	T	0.36	10.0	B	
	SB	TR	0.48	17.6	B	SB	TR	0.50	17.8	B		SB	TR	0.51	18.5	B	
East 141st Street & Bruckner Boulevard NB Local (signalized)	EB	L	0.05	22.3	C	EB	L	0.07	22.8	C		EB	L	0.07	22.8	C	
	WB	T	0.26	37.0	D	WB	T	0.46	41.6	D		WB	T	0.46	41.6	D	
	WB	R	0.12	35.1	D	WB	R	0.14	35.4	D		WB	R	0.14	35.4	D	
	NB (Local)	T	0.20	8.4	A	NB (Local)	T	0.20	8.4	A		NB (Local)	T	0.20	8.4	A	
East 140th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.25	40.0	D	EB	LTR	0.25	40.0	D		EB	LTR	0.25	40.0	D	
	NB (Main)	T	0.29	18.5	B	NB (Main)	T	0.31	18.8	B		NB (Main)	T	0.33	20.7	C	
	SB (Main)	L	0.64	65.9	E	SB (Main)	L	0.86	89.7	F	*	SB (Main)	L	0.72	66.9	E	
	SB (Main)	T	0.30	9.1	A	SB (Main)	T	0.35	9.5	A		SB (Main)	T	0.35	9.5	A	
East 140th Street & Bruckner Boulevard SB/NB Local (signalized)	EB	LT	0.21	23.0	C	EB	LT	0.27	24.0	C		EB	LT	0.25	21.9	C	
	NB (Local)	TR	0.29	18.7	B	NB (Local)	TR	0.37	19.8	B		NB (Local)	TR	0.39	21.8	C	
	SB (Local)	TR	0.41	10.2	B	SB (Local)	TR	0.43	10.5	B		SB (Local)	TR	0.43	10.5	B	
East 138th Street & Bruckner Boulevard SB/NB Main (signalized)	EB	LTR	0.69	50.6	D	EB	LTR	0.73	52.0	D		EB	LTR	0.70	49.9	D	
	WB	LTR	0.46	17.6	B	WB	LTR	0.48	18.1	B		WB	LTR	0.39	11.2	B	
	SB (Main)	T	0.23	14.8	B	SB (Main)	T	0.26	15.0	B		SB (Main)	T	0.28	17.8	B	
	NB (Main)	T	0.37	16.4	B	NB (Main)	T	0.43	17.2	B		NB (Main)	T	0.46	20.5	C	
East 138th Street & Bruckner Boulevard NB Local/SB Local/NB(Ramp) (signalized)	EB	L	0.98	81.0	F	EB	L	1.04	96.1	F	*	EB	L	1.00	83.0	F	
	EB	LT	0.23	30.9	C	EB	LT	0.24	31.0	C		EB	LT	0.23	29.7	C	
	WB	T	0.61	64.2	E	WB	T	0.61	64.2	E		WB	T	0.48	53.2	D	
	WB	R	0.47	61.3	E	WB	R	0.78	88.1	F	*	WB	R	0.60	62.5	E	
	NB (Main to Ramp/Local)	T	0.81	39.4	D	NB (Main to Ramp/Local)	T	0.81	39.4	D		NB (Main to Ramp/Local)	T	0.91	51.2	D	
	NB (Local to Local)	T	0.44	18.7	B	NB (Local to Local)	T	0.54	20.9	C		NB (Local to Local)	T	0.59	25.2	C	
	NB (Local)	R	0.09	13.5	B	NB (Local)	R	0.09	13.5	B		NB (Local)	R	0.10	16.0	B	
	NB (Local to Ramp)	T	0.80	79.8	E	NB (Local to Ramp)	T	0.80	79.8	E		NB (Local to Ramp)	T	0.80	79.8	E	
	SB (Local)	TR	0.49	18.2	B	SB (Local)	TR	0.52	18.8	B		SB (Local)	TR	0.57	22.5	C	

Notes
Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
* Denotes impacted lane group.

Table 19
Comparison Summary of Traffic Impacts between FEIS & Newly Modified Projects

	Lane Groups/ Intersections Analyzed		Lane Groups/ Intersections With No Significant Impacts		Lane Groups/ Intersections With Significant Impacts		Mitigated Lane Groups/ Intersections		Unmitigated Lane Groups/ Intersections	
Net Increment	FEIS	Newly Modified	FEIS	Newly Modified	FEIS	Newly Modified	FEIS	Newly Modified	FEIS	Newly Modified
Weekday AM	55/18	56/19	44/11	51/16	11/7	5/3	2/1	4/2	9/6	1/1
Weekday Midday	55/18	56/19	40/10	47/14	15/8	9/5	2/0	2/1	13/8	7/4
Weekday PM	-	56/19	-	51/15	-	5/4	-	2/2	-	3/2
Saturday	55/18	56/19	44/12	52/16	11/6	4/3	5/2	4/3	6/4	0/0

Table 20
Comparison of Lane Groups with Potentially Unmitigated Significant Traffic Impacts

Intersections	Weekday AM		Weekday MD		Weekday PM		Saturday	
	FEIS	Newly Modified	FEIS	Newly Modified	FEIS	Newly Modified	FEIS	Newly Modified
Signalized Intersections								
East 141st Street & Jackson Avenue	WB-LTR	--	WB-LTR	--	--	--	--	--
East 138th Street & Jackson Avenue	--	--	SB-LTR	--	--	--	--	--
East 141st Street & Bruckner Boulevard SB	WB-LT	--	EB-TR,WB-LT	EB-TR,WB-LT	--		WB-LT	--
East 141st Street & Bruckner Boulevard NB	EB-L,WB-T	WB-T	EB-L,WB-R	WB-T	--	--	--	--
East 140th Street & Bruckner Boulevard SB	--	--	SB-T (Local)	--	--	--	--	--
East 138th Street & Bruckner Boulevard SB	EB-TR,WB-LT	--	EB-TR,WB-LT	--	--	--	EB-TR,WB-LT	--
East 138th Street & Bruckner Boulevard NB	EB-L, NB-T (Main to Ramp)	--	EB-L,EB-LT, NB-T (Main to Ramp)	EB-L,WB-R, NB-T (Local to Local)	--	WB-R, NB-T (Local to Local)	EB-L, NB-T (Main to Ramp)	--
Unsignalized Intersections								
East 140th Street & Jackson Avenue	EB-LTR	--	EB-LTR	EB-LT	--	EB-LT	EB-LTR	--

Note: NB-northbound; SB-southbound; EB-eastbound; WB-westbound; L-left-turn; T-through; R-right-turn

F. PEDESTRIANS

The FEIS concluded that the FEIS project at the Bronx Site would not potentially result in significant adverse impacts to the five analyzed pedestrian elements (two sidewalks and three corner areas). For the newly modified project, an assessment of potential environmental pedestrian impacts is needed for three pedestrian elements (two sidewalks and one corner area) at the Bronx Site, which is provided below. These pedestrian elements are expected to exceed the 2021 *CEQR Technical Manual* analysis threshold of 200 trips/hour in the weekday midday, weekday PM, and Saturday peak hours.

EXISTING

To establish the 2023 existing conditions pedestrian network, recent data was collected along pedestrian elements adjacent to the Bronx site. Some counts were also conducted in February 2024 for the PM peak hour. The most recent signal timing plan for the intersection of East 141st Street and Bruckner Blvd was obtained from NYCDOT. Previously, in the FEIS, the north sidewalk along East 141st Street did not have pedestrian flows and was not measured as the sidewalk was inaccessible due to parked vehicles on the sidewalk. New field inventory conducted in 2023 showed that the sidewalk adjacent to the project site along East 141st Street was closed due to construction and a five-foot walkway was temporarily assembled in the parking lane abut the sidewalk. This existing analysis considers the temporary construction walkway currently in place.

SIDEWALK

Table 21 shows the average space (in sf/ped) and level of service at the analyzed sidewalks. As shown in **Table 21**, the analyzed sidewalks currently operate at an uncongested LOS A in the analyzed weekday midday, weekday PM, and Saturday peak hours.

Table 21
Existing Sidewalk Conditions

Location	Sidewalk	Effective Width (ft)	Peak Hour Volume			Average Pedestrian Space (ft^2/ped)			Platoon-Adjusted Level of Service		
			MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
Concord Ave Btwn E 141st St and E 142nd St	East	4.5	1	8	1	13,365.0	3,341.2	13,365.0	A	A	A
E 141st St Btwn Concord Ave and Bruckner Blvd	North	4.0	4	7	1	3,920.4	2,987.0	11,888.0	A	A	A

CORNER

Table 22 shows the average pedestrian space (in sf/ped) and level of service at the analyzed corner area. As shown in **Table 22**, the analyzed corner area currently operates at an uncongested LOS A in the analyzed weekday midday peak, weekday PM, and Saturday peak hours.

Table 22
Existing Corner Conditions

Location	Corner	Average Pedestrian Space (ft^2/ped)			Level of Service		
		MD	PM	SAT	MD	PM	SAT
Bruckner Blvd & E 141st St	Northwest	813.9	784.0	680.1	A	A	A

NO ACTION CONDITION

NO ACTION PEDESTRIAN GROWTH

Between 2023 and 2030, it is expected that pedestrian demand in the vicinity of the Bronx Site will increase due to long-term background growth as well as development that could occur pursuant to existing zoning. The No-Action pedestrian volumes reflect annual background growth rates of 0.25 percent per year through 2028 and 0.125 percent per year for 2028 through 2030. These background growth rates, recommended in the *CEQR Technical Manual* for projects in the Bronx, are applied to account for smaller projects and general increases in travel demand not attributable to specific development projects. As was also done for the traffic analysis, discrete demand from major development projects in proximity of the analyzed corner is also reflected in the No-Action pedestrian network. (refer to sites in **Table 10**).

SIDEWALK

Table 23 shows the average pedestrian space and LOS at the analyzed sidewalks in the No-Action condition. As shown in **Table 23**, the analyzed sidewalks are expected to continue to operate at an uncongested LOS A in the analyzed weekday midday, weekday PM, and Saturday peak hours in the future without the proposed project. It should be noted that No Action analysis considers the same conditions as the existing analysis since the future dimensions are unclear without the proposed project.

Table 23
No-Action Sidewalk Conditions

Location	Sidewalk	Effective Width (ft)	Peak Hour Volume			Average Pedestrian Space (ft^2/ped)			Platoon-Adjusted Level of Service		
			MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
Concord Ave Btwn E 141st St and E 142nd St	East	4.5	8	8	1	1,670.6	3,341.2	13,365.0	A	A	A
E 141st St Btwn Concord Ave and Bruckner Blvd	North	4.0	4	7	1	3,920.4	2,987.0	11,888.0	A	A	A

CORNER

Table 24 shows the average pedestrian space and LOS at the analyzed corner area in the No-Action condition. As shown in **Table 24**, the analyzed corner area is expected to continue to operate at an uncongested LOS A in the analyzed weekday midday, weekday PM, and Saturday peak hours in the future without the proposed project.

Table 24
No-Action Corner Conditions

Location	Corner	Average Pedestrian Space (ft^2/ped)			Level of Service		
		MD	PM	SAT	MD	PM	SAT
Bruckner Blvd & E 141st St	Northwest	800.8	771.7	668.9	A	A	A

WITH ACTION CONDITION

SIDEWALK

Table 25 shows the average pedestrian space and LOS at the analyzed sidewalks in the With-Action condition. As shown in **Table 25**, the analyzed sidewalks are expected to operate at LOS C or better in the analyzed weekday midday, weekday PM, and Saturday peak hours in the future with the newly modified project. It should be noted that the analysis of future conditions does not reflect current construction condition along the site frontages, and uses dimensions presented in the ULURP plans for the Bronx site.

Table 25
With-Action Sidewalk Conditions

Location	Sidewalk	Effective Width (ft)	Project Increment			Peak Hour Volume			Average Pedestrian Space (ft^2/ped)			Platoon-Adjusted Level of Service		
			MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
Concord Ave Btwn E 141st St and E 142nd St	East	5.6	263	306	281	271	314	282	61.0	105.8	58.6	C	B	C
E 141st St Btwn Concord Ave and Bruckner Blvd	North	6.8	231	268	215	235	275	216	112.8	128.6	92.9	B	B	B

CORNER

Table 26 shows the average pedestrian space and LOS at the analyzed corner area in the With-Action condition. As shown in **Table 26**, the analyzed corner area is expected to continue to operate at an uncongested LOS A in the analyzed weekday midday, weekday PM, and Saturday peak hours in the future with the newly modified project. As such, consistent with the FEIS, a significant adverse pedestrian impact is not likely as a result of the newly modified project based

on the *CEQR Technical Manual* impact criteria. It should be noted that the analysis of future conditions does not reflect current construction condition along the site frontages and uses dimensions presented in the ULURP plans for the Bronx site.

Table 26
With-Action Corner Conditions

Location	Corner	Average Pedestrian Space (ft^2/ped)			Level of Service		
		MD	PM	SAT	MD	PM	SAT
Bruckner Blvd & E 141st St	Northwest	202.7	112.5	259.1	A	A	A

G. PARKING

EXISTING

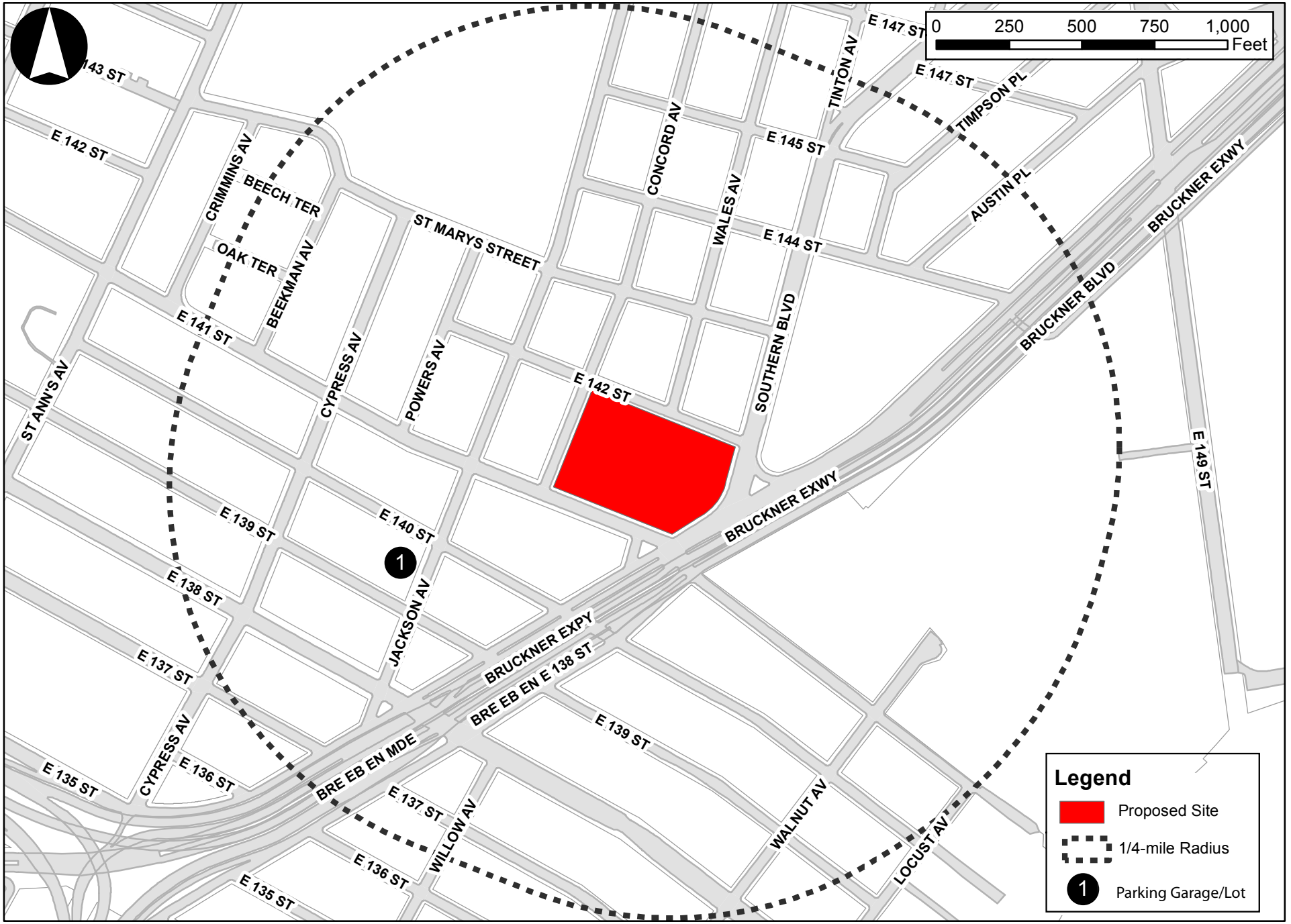
OFF-STREET PARKING

Based on a 2024 off-street parking survey, there is currently only one off-street public parking facility located within approximately ¼-mile of the Bronx Site. **Figure 7** shows the location of this parking facility and **Table 27** provides a summary of its name, address, license number, capacity, and estimated utilization during the weekday early morning, weekday midday, and the Saturday midday periods. Based on field observations and interviews conducted in early 2024, the parking facility has a combined licensed capacity of 45 spaces during the weekday early morning, weekday midday, weekday PM period, and Saturday midday periods. This facility was observed to be overcapacity during the weekday midday period. Approximately 11 percent and 111 percent of off-street spaces within the parking study area are utilized during the weekday early morning and midday periods, respectively, leaving a residual supply of approximately 40 and zero available parking spaces during these same periods, respectively. During the Saturday midday period, approximately 67 percent of spaces are utilized, leaving a residual supply of approximately 15 available parking spaces.

ON-STREET PARKING

A recent inventory of existing parking regulations within a ¼-mile radius of the Bronx Site was compiled from field surveys and online sources. On-street public parking is generally governed by alternate-side-of-the-street regulations to facilitate street cleaning as well as some regulations for authorized parking in vicinity of the Bronx Site. Some more restrictive regulations were observed at locations where additional traffic flow capacity is needed. Based on existing curbside parking regulations and taking into account curb space obstructed by curb cuts, fire hydrants, and other impediments, there are a total of approximately 1,531 legal curbside parking spaces during the weekday early morning period and 1,451 spaces during the weekday midday period within ¼-mile of the site, while during the Saturday midday period there are a total of approximately 1,857 legal curbside parking spaces. It should be noted that these capacities do not include spaces adjacent to the project site due to ongoing construction.

As shown in **Table 28**, based on data collected during field surveys conducted within ¼-mile of the site in early 2024, on-street parking within the overall parking study area is approximately 80, 97, and 93 percent utilized during the weekday early morning, weekday midday, and Saturday



Borough Based Jails - Bronx Site

Figure 7
Parking Study Area (Quarter-Mile)

midday periods, respectively. Approximately 222, 181, and 482 on-street parking spaces are currently available within the study area during each of these periods, respectively.

Table 27
Existing Off-Street Public Parking Facilities

Map No.	Garage	Address	License Number	Capacity	Utilization			Available Capacity		
					Weekday Early AM	Weekday Midday	Saturday Midday	Weekday Early AM	Weekday Midday	Saturday Midday
1	Jackson Parking Lot	711E E 139th St	1003637	45	11%	111%[1]	67%	40	0	15
Total Weekday Early Morning				45	11%			40		
Total Weekday Midday				45		111%			0	
Total Saturday Midday				45			67%			15

[1]Parked demand exceeded capacity during the midday.

Table 28
Existing On-Street Parking Utilization

	Legal Curbside Spaces*	Estimated Utilization	Available Capacity
Weekday Early Morning	1,531	85%	222
Weekday Midday	1,451	88%	181
Saturday Midday	1,857	74%	482

Note : Some parking capacity reduction from 2018 as result of ongoing construction as well as improvements for new bikes lanes and lane re-configurations along Jackson Ave.
*Does not include/consider on-street parking along four project site frontages in existing or future supply

NO-ACTION CONDITIONS

Between 2024 and 2030, it is expected that parking demands in the vicinity of the Bronx Site will increase due to long-term background growth as well as developments expected to occur in the vicinity. The No-Action parking demand reflects annual background growth rates of 0.25 percent per year through 2028 and 0.125 percent per year for 2028 through 2030. These background growth rates, recommended in the *CEQR Technical Manual* for projects in the Bronx, are applied to account for smaller projects and general increases in parking demand not attributable to specific development projects. As was also done for the traffic and pedestrian analyses, discrete demand from major development projects within or near the ¼-mile study area is also reflected in the No-Action demand (refer to Sites in **Table 10**).

No change in public parking capacity is anticipated under the No-Action condition within the ¼-mile study area. Future No-Action demand was determined by applying general background growth as well as discrete demand from planned developments near the site that would not provide sufficient accessory parking space. As shown in **Table 29**, based on the increased demand under the No-Action condition, weekday early morning, weekday midday, and Saturday midday overall public parking utilization within the study area is expected to increase to 86 percent, 97 percent, and 77 percent of capacity, with no deficit of spaces during any peak hour.

Table 29
No-Action Public Parking Capacity, Demand and Utilization

		Weekday Early AM	Weekday Midday	Saturday Midday
Public Parking Capacity*				
Existing Condition	*Off-Street Supply*	45	45	45
	On-Street Supply	1,531	1,451	1,857
	Total Existing Supply	1,576	1,496	1,902
No-Action	**Total No-Action Supply**	1,576	1,496	1,902
Public Parking Demand				
Existing Condition	*Off-Street Demand*	5	50	30
	On-Street Demand	1,309	1,270	1,375
	Total Existing Demand	1,314	1,320	1,405
No-Action Condition	*Incremental Background Growth Demand*	20	20	21
	Estimated Demand No-Action Developments	24	107	48
	Total No-Action Demand	1,358	1,447	1,474
Parking Utilization				
No-Action	**Public Parking Utilization**	86%	97%	77%
	Public Parking Surplus/(Deficit)	218	49	428

*Does not include/consider on-street parking along four project site frontages in existing or future supply

WITH-ACTION CONDITIONS

As discussed previously, **Tables 5** and **6** present the hourly parking accumulation generated by the site under the With-Action condition. As shown in **Tables 5** and **6**, incremental parking demand generated by the newly modified project would peak just before the start of the uniformed staff shift change periods. The on-site staff parking garage would be unable to accommodate all parking demand generated by the newly modified project during the day, from the early morning to the mid-afternoon. In the weekday early morning period, the parking demand would peak at 339 spaces. In the weekday and Saturday midday peak, peak parking demand would total 443 and 343 spaces, respectively. Given the limited capacity in the on-site parking garage, in the weekday early morning period, approximately 219 autos would need to utilize public on-street and off-street parking within the study area. In the weekday and Saturday midday periods (2:00-3:00 PM), approximately 323 and 223 autos would need to utilize public on-street and off-street parking within the study area, respectively.

Based on the area's future parking supply within the quarter mile facilities, excess demand expected to be generated by the newly modified project would be partially or fully accommodated with 218, 49, and 428 available spaces (see **Table 29**) during the weekday early morning, weekday midday, and Saturday midday periods. As shown in **Table 30**, there would be a deficit of one and 272 spaces during the weekday early morning and weekday midday periods, respectively, in the area's public parking as result of the newly modified project. It is worth noting that although the FEIS previously accounted for the on-street spaces adjacent to the project site under all conditions and these spaces were present prior the start of construction, these spaces were not included in this Memorandum's data collection and existing analysis because of ongoing construction along the project site frontages. Further, the With-Action analysis reflected in **Table 30** conservatively does not consider these spaces along the four project frontages per DOT direction. It is worth noting that these four frontages account for approximately 72 total on-street spaces (17 on Concord Avenue, 25 of East 142nd Street, 13 on Bruckner Boulevard, and 17 on East 141st Street). If parking regulations permitted parking along these frontages, it would likely be utilized by project generated vehicles and alleviate the area's future parking conditions. Given the proximity of these

potential on-street parking spaces to the project site, the limited number of parking facilities, and the highly utilized on-street parking within the area, it is very likely that future project users would park along the site frontages, if permitted, especially staff that are not accommodated in the on-site garage during the midday when parking demand peaks.

The area's public parking supply would be able to adequately accommodate the excess parking demand expected to be generated by the newly modified project only during the Saturday midday period. As such, the potential for a parking shortfall during the Saturday midday period as a result of the newly modified project is unlikely. However, the project related demand not accommodated on-site during the weekday early morning period would result in a marginal public parking capacity shortfall of approximately one space during the weekday early morning. Additionally, consistent with the FEIS, the project related demand not accommodated on-site during the weekday midday period would result in a public parking capacity shortfall of approximately 274 spaces. However, as the project site is located in Parking Zone 2, per *CEQR Technical Manual* guidelines, this potential shortfall would not be considered significant as the site is served by alternative modes of transportation.

As discussed previously, the area is well served by two subway stations within ¼-mile of the Bronx Site, including the East 143rd Street-St. Mary's Street station (located approximately 0.1 miles or a three-minute walk from the north of the project site) and the Cypress Avenue station (located approximately 0.3 miles or a six-minute walk from the south of the project site). Both stations are served by the No. 6 Lexington Avenue Local and Pelham Bay Park Express lines. In addition, there are two NYCT local bus routes that operate within ¼-mile of the Bronx Site – the Bx17, which runs in the Bronx between Port Morris and Fordham Plaza, and the Bx33, which runs between Port Morris and Harlem in Manhattan. Moreover, the Bx17 bus route provides a direct connection to the 2 and 5 train services at the Prospect Avenue subway station to the north. Lastly, the planned Hunts Point Metro-North rail station on the Hell Gate Line (Northeast Corridor) is anticipated to be completed in 2027 and will be accessible to the project site via the No. 6 Lexington Avenue subway line. Therefore, the project area is well served by the existing and planned subway and bus transit as alternative modes of transportation.

Furthermore, recent changes to the area have improved the site's accessibility to the bicycle network since the publication of the FEIS. As previously mentioned, Jackson Avenue underwent some modifications for a one-way conversion after 2022. As part of these modifications, the segment between East 138th Street and East 152nd Street was upgraded to a two-way protected bike lane to create the Jackson Avenue Bike Boulevard, which links St Mary's Park to Randall's Island via the protected bike lane and creates additional connections to other bike lanes/route at East 138th Street, East 145th Street, and East 152nd Street. Additionally, bike improvements were also underway along Bruckner Boulevard after 2022. These improvements along Bruckner Boulevard connected bike lanes in Hunts Point to South Bronx with a two-way, raised, protected bike lane. Moreover, since 2020, three CitiBike dock stations have been installed in close vicinity to the project site. These locations are along the following corridors: Southern Boulevard near East 141st Street (across from the northeast corner of the site), East 141st Street near Jackson Avenue (three-minute walk from site), and East 143rd Street near Jackson Avenue (four-minute walk from the site). Therefore, the project area is also especially accessible to an improved bike network as an alternative mode of transportation. It is worth noting that NYCDOT has also launched a Shared E-Scooter Program in East Bronx which was recently expanded to East Queens. Depending on the success of this program, NYCDOT plans to continue to seek to make micromobility services, like E-Scootering, available to New Yorkers.

DOC will encourage these alternative modes of transportation. Transit usage will be promoted by providing employees with details and documentations regarding transit and commuter benefits. Information about the availability of the aforementioned subway routes and stations, Metro-North Station, bus routes and stops, and bike routes and docking stations in vicinity of the project area will be disseminated to employees and authorized visitors to encourage the use of alternative modes of transportation. The development would also provide bike storage to further promote bike commuting. Employees that utilize an automobile during peak periods would be encouraged to evaluate transit options and benefits as well as the benefits of carpooling.

For drivers destined for the project area during periods of limited parking availability, they would potentially have to travel a greater distance (e.g., up to a half mile) to find available on-street parking or available spaces in a public parking facility. It is worth noting that there are three additional off-street public parking facilities outside the quarter mile radius but within the half mile radius. These parking garages are located immediately west of St. Anns Avenue on East 137th Street (approximately 0.4 miles west of the site) and on East 142nd Street (approximately 0.35 west of the site); and an additional off-street public facility is located on East 149th Street (approximately 0.45 miles northwest of the site). It should be noted that upon completion and occupancy of the proposed project, should parking be required, DOC would consider identifying additional public parking options within a walking distance or exploring a shuttle during peak shift changes from other parking facilities within one-mile of the project site. Should a shuttle be deemed necessary, the potential shuttle route and location of its stops would be subject to coordination with NYCDOT.

Therefore, the proposed project is not expected to result in the potential for "significant" parking shortfalls or impact during the analyzed weekday early morning, weekday midday and Saturday midday periods due to the magnitude of available alternative modes of transportation.

Table 30
With-Action Public Parking Capacity, Demand and Utilization

		Weekday Early AM	Weekday Midday	Saturday Midday
Public Parking Capacity*				
No-Action Condition	**Total No-Action Supply**	1,576	1,496	1,902
With-Action Condition	**Total With-Action Supply**	1,576	1,496	1,902
Public Parking Demand				
No-Action Condition	**Total No-Action Public Parking Demand**	1,358	1,447	1,474
With-Action Condition	*Excess Project Parking Demand*	219	323	223
	Total With-Action Public Parking Demand	1,577	1,770	1,697
Parking Utilization				
With-Action Condition	**Public Parking Utilization**	96%	113%	86%
	Public Parking Surplus/Deficit	-1	-274	205

*Conservatively does not include/consider on-street parking along four project site frontages in existing or future supply due to ongoing construction along the project site frontages

H. STREET USER SAFETY

RECENT NYCDOT INITIATIVES

VISION ZERO BRONX PEDESTRIAN SAFETY ACTION PLAN

Since the publication of the FEIS, the City's Vision Zero initiative has been updated. The *Vision Zero Bronx Pedestrian Safety Action Plan* was initially released on February 19, 2015. The *Vision Zero Bronx Pedestrian Safety Action Plan Update*, released in 2019, identifies East 138 Street as a "Priority Corridor," the intersection of Bruckner Boulevard and East 138th Street as a "Priority Intersection," and the northwest portion of the quarter mile study area as a "Priority Area". Actions (most of which have not changed from the FEIS) recommended in the *Vision Zero Bronx Pedestrian Safety Action Plan* to enhance pedestrian safety in the Bronx are summarized below.

Engineering And Planning

- Implement at least 50 Vision Zero safety engineering improvements at Priority Corridors, Intersections, and Areas citywide, informed by community input.
- Expand exclusive pedestrian crossing time, install expanded speed limit signage, and modify signal timing to reduce off-speak speeding on Priority Corridors and Intersections where feasible.
- Expand community outreach and engagement with regard to Priority Corridors, Intersections, and Areas.
- Expand the off-hour delivery program to reduce truck conflicts with pedestrians.
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment.
- Expand a bicycle network in Bronx that improves safety for all road users.
- Proactively design for pedestrian safety in high-growth areas in Bronx.

Enforcement

- Deploy speed cameras at Priority Corridors, Intersections, and Areas.
- Focus enforcement and deploy dedicated resources to Bronx NYPD precincts that overlap substantially with Priority Areas.
- Prioritize targeted enforcement at all Priority Corridors, Intersections, and Areas annually.
- Focus failure-to-yield enforcement on nighttime hour (9 PM to midnight).
- Initiate a series of target truck enforcement blitzes to reduce failure to yield and keep trucks on truck routes.

Education And Awareness Campaigns

- Target child and senior safety education at Priority Corridors and Priority Areas.
- Target intensive street-level outreach at Priority Corridors, Intersections, and Areas.

STUDY AREA HIGH CRASH LOCATIONS

Crash data for analyzed intersections in the traffic and pedestrian study areas were obtained from NYCDOT for the three-year period between January 1, 2017 and December 31, 2019 (the most recent three-year period for which data are available). The data quantifies the total number of reportable and non-reportable crashes (reportable crashes are those involving a fatality, injury, or more than $1,000 in property damage), as well as the total number of crashes involving injuries to pedestrians or bicyclists. During the three-year reporting period, a total of 652 reportable and non-reportable crashes, 486 total injuries, 51 pedestrian/bicyclist-related injury crashes, and one

fatality occurred at study area intersections. **Table 31** provides a summary of these crashes by year and location, including a breakdown of pedestrian and bicycle crashes.

According to the 2021 *CEQR Technical Manual*, a high crash location is defined as any analysis location identified at Vision Zero priority intersections or intersections where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any analysis location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent 3-year period for which data is available should be identified as a high crash location. As shown in **Table 31**, one intersection has been identified as a high crash location based on the criteria outlined above and are discussed below. This intersection has been included in the traffic analyses, discussed above.

BRUCKNER BOULEVARD AT EAST 138TH STREET

The intersection of Bruckner Boulevard at East 138th Street is identified as a Vision Zero Priority Intersection and previously disclosed in the FEIS as a high crash location. Based on the most recent crash data, a total of four pedestrian injury crashes and zero bicycle injury crashes occurred in 2017, two pedestrian injury crashes and zero bicycle injury crashes occurred in 2018, and four pedestrian injury crashes and two bicycle injury crashes occurred in 2019. The intersection is signalized and includes pedestrian signals with countdown clocks and striped crosswalks at each approach. In addition, there are multiple pedestrian islands located on the north and south crosswalks. There are also protected bike lanes along the north and south crosswalks. No contributing factors are apparent for the bike injury crashes during 2019, as one occurred on a wet road surface in daylight, while the other occurred on a dry road surface in the dark with the road lighted. Four of the ten pedestrian injury crashes (over the three-year study period) occurred on a wet road surface, while the rest occurred on a dry road surface. Additionally, four of the ten pedestrian injury crashes occurred in the dark with the road lighted. As previously mentioned, the FEIS also disclosed this intersection as a high crash location with elevated bicyclist/pedestrian injuries in 2015. Though the most recent data shows a reduction in these injuries between 2017 to 2019, it appears that at least half of crashes that happened in 2015 and 2019 occurred during hours without daylight. This would indicate that additional street lighting below the elevated highway would be effective in achieving safer streets for bicyclists and pedestrians. Furthermore, per Vizion Zero, a safety improvement project was proposed for several intersections along Bruckner Boulevard, including this intersection, which included signal timing changes and potentially eliminating conflicting movements. Since the publication of the FEIS, raised, protected bike lanes with new signage and markings were also recently installed along Bruckner Boulevard at East 138th Street. Lastly, pedestrian trips generated by the proposed project are more likely to walk to/from subway stations and bus stops along pedestrian elements west of the Bruckner Expressway; a trivial number of walk-only trips, if any, generated by the project may utilize the west crosswalk at this intersection.

Table 31
Crash Data Summary

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
CYPRESS AVENUE	EAST 138 STREET	1	2	0	1	1	0	2	3	0	3	6	3
	EAST 139 STREET	2	0	1	0	0	0	2	0	1	2	1	5
	EAST 140 STREET	0	2	1	0	0	0	0	2	1	1	2	1
	EAST 141 STREET	0	2	1	0	1	0	0	3	1	1	4	1
BEEKMAN AVENUE	EAST 141 STREET	0	0	0	0	0	0	0	0	0	0	1	1
	OAK TERRACE	0	0	0	0	0	0	0	0	0	2	1	0
	ST MARYS STREET	0	1	0	0	0	0	0	1	0	1	2	0
JACKSON AVENUE	EAST 138 STREET	0	0	1	0	0	0	0	0	1	0	6	8
	EAST 139 STREET	0	0	1	0	0	0	0	0	1	2	2	2
	EAST 140 STREET	1	0	1	0	0	0	1	0	1	3	0	6
	EAST 141 STREET	1	0	0	0	0	0	1	0	0	2	2	5
	EAST 142 STREET	0	0	0	0	0	0	0	0	0	1	2	0
	ST MARYS STREET	0	0	0	0	0	0	0	0	0	1	1	0
	EAST 144 STREET	0	0	0	1	0	0	1	0	0	1	2	0
	EAST 145 STREET	0	0	0	0	0	0	0	0	0	0	1	1
WILLOW AVENUE	EAST 137 STREET	0	0	0	0	1	0	0	1	0	0	3	1
	EAST 138 STREET	0	0	0	1	0	0	1	0	0	1	1	0
POWERS AVENUE	EAST 141 STREET	0	0	0	0	0	0	0	0	0	0	3	0
	EAST 142 STREET	0	0	0	0	0	0	0	0	0	1	0	0
CONCORD AVENUE	EAST 141 STREET	1	0	0	0	0	0	1	0	0	1	1	1
	EAST 142 STREET	0	0	0	0	0	0	0	0	0	0	1	2
	ST MARYS STREET	0	0	0	0	0	0	0	0	0	2	2	0
	EAST 144 STREET	0	0	0	0	0	0	0	0	0	1	1	2
	EAST 145 STREET	0	0	0	0	0	1	0	0	1	2	1	2
WALNUT AVENUE	EAST 138 STREET	0	0	0	0	0	0	0	0	0	0	2	1
	EAST 139 STREET	0	0	0	0	0	0	0	0	0	1	2	0
	EAST 140 STREET	0	0	0	0	0	0	0	0	0	4	8	6
	EAST 141 STREET	0	0	0	0	0	0	0	0	0	0	1	0
BRUCKNER BOULEVARD	BRUCKNER EXPRESSWAY / EAST 141 STREET	0	0	2	1	0	0	1	0	2	14	27	32
	EAST 138 STREET	4	2	4	0	0	2	4	2	**6**	45	100	69
	BRUCKNER EXPRESSWAY / EAST 140 STREET	0	1	0	1	0	0	1	1	0	9	26	29
	BRUCKNER EXPRESSWAY / WALES AVENUE	0	0	0	0	0	0	0	0	0	0	1	0
	BRUCKNER EXPRESSWAY / SOUTHERN BOULEVARD	0	0	0	1	0	0	1	0	0	8	23	25
	BRUCKNER EXPRESSWAY EXIT 48 WB / EAST 144 STREET	0	0	0	0	0	0	0	0	0	2	6	10
	EAST 137 STREET	0	1	1	0	1	0	0	2	1	1	12	12
	BRUCKNER EXPRESSWAY / EAST 139 STREET	0	0	0	0	0	0	0	0	0	4	3	3
WALES AVENUE	EAST 142 STREET	0	0	0	0	0	0	0	0	0	0	2	0
	ST MARYS STREET	0	0	0	0	0	0	0	0	0	4	3	5
	EAST 144 STREET	0	0	0	0	0	0	0	0	0	0	3	0
	EAST 145 STREET	0	0	0	0	0	0	0	0	0	0	1	1
PELHAM LINE / SOUTHERN BOULEVARD	EAST 142 STREET	0	0	0	0	0	1	0	0	1	2	2	8
	ST MARYS STREET	1	1	0	0	0	0	1	1	0	1	1	1
	EAST 144 STREET	0	1	0	0	0	0	0	1	0	0	7	0
TIMPSON PLACE	EAST 144 STREET	0	0	0	0	0	0	0	0	0	1	1	1
	EAST 145 STREET	0	0	0	0	0	0	0	0	0	0	1	0
AUSTIN PLACE	EAST 144 STREET	0	0	0	0	0	0	0	0	0	0	0	1
TINTON AVENUE	EAST 145 STREET	0	0	0	0	0	0	0	0	0	3	1	1

Note: Shading denotes high crash locations

I. CONCLUSION

This Technical Memorandum concludes that the newly modified project would not result in any new significant adverse transportation impacts not already analyzed and identified in the approved FEIS. However, unlike the FEIS, the newly modified project exceeded CEQR thresholds for analysis during the PM peak hour as well as analysis at the intersection of Concord Avenue and East 142nd Street. Though impacts would occur during the PM peak period at three intersections, these intersections were previously impacted during all other peak hours under the FEIS. Further, the newly modified project would result in fewer impacted lane groups; more mitigatable impacted lane groups; and far fewer unmitigated lane groups (including no unmitigated lane groups during the weekday AM and Saturday peak periods), as compared to the approved FEIS. Also, the newly modified project would result in parking shortfalls during the weekday AM and the weekday midday periods, while the approved FEIS disclosed a parking shortfall in the weekday midday period.

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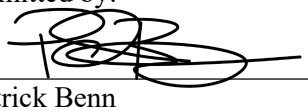
Date

Submitted by:



Patrick Benn
Deputy Commissioner
NYC Department of Correction

May 02, 2024
Date

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